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MOTOCROSS ACTION

THE WORLD'S LEADING MX MAGAZINE SINCE 1973

JUNE 1988

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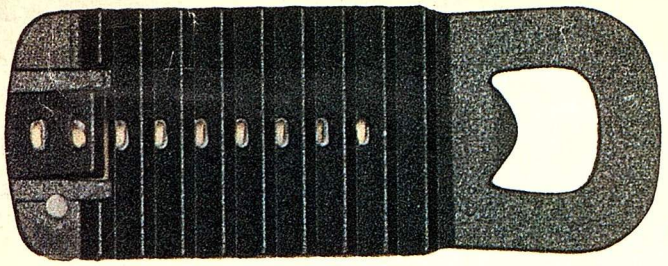
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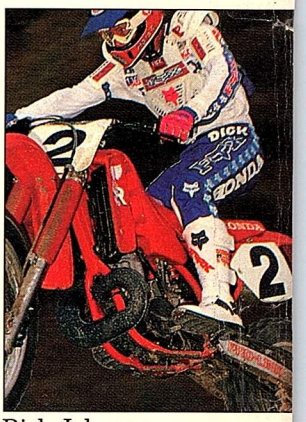
BUCK

Motocross, and especially supercross, places an incredible strain on your feet and ankles. If your ankles are weak, have been injured, or you just want to reduce the possibility of injury, it would make good sense to wear the best protection available.



Ronnie Tichenor

Many motocross boots today have insufficient ankle support using outdated methods. Leather or rubber pull-tabs are both good at closing a



Rick Johnson

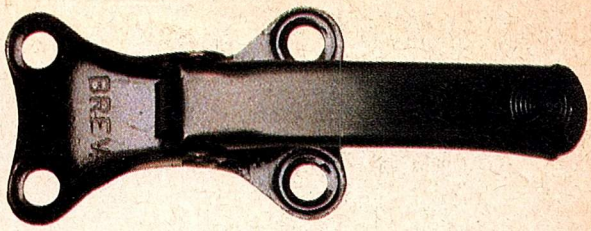
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Molded plastic inserts are located at anatomically critical areas. (Toes,arch,heel,ankle joint,calf)

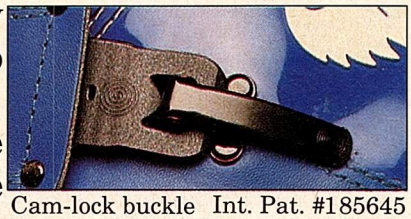
Hidden inside is our original Quick-Draw lace system to give a snug fit that is easy and comfortable to use.

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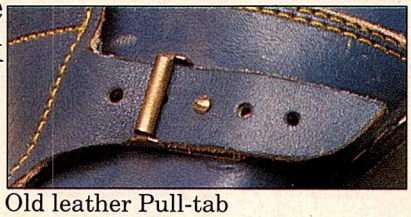


boot, but are effectively useless when it comes to providing ankle support.

Fortunately, there is the Fox COMP-2 with the patented Cam-Lock buckle system. The Cam-Lock buckle is the only system



Cam-lock buckle Int. Pat. #185645



Old leather Pull-tab

that utilizes leverage to secure the critical ankle area. And, since it's main components are metal and hard plastic, it will not stretch and loosen like leather and rubber pull-tabs. This superior support reduces the chance of ankle strain.

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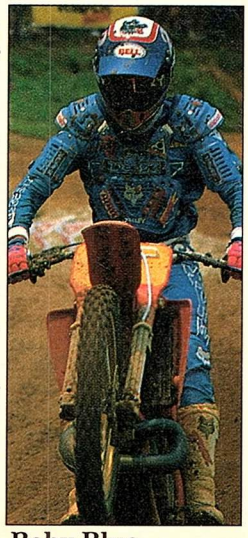
There are many riders who want and need the protection of a full-coverage chest protector, but are reluctant because of the restriction of movement that is associated with them.

We want you to try on a Fox ROOST-2. We are so confident you will like it that we guarantee your satisfaction.

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Rick Johnson



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JUNE 1988

MOTOCROSS ACTION MAGAZINE

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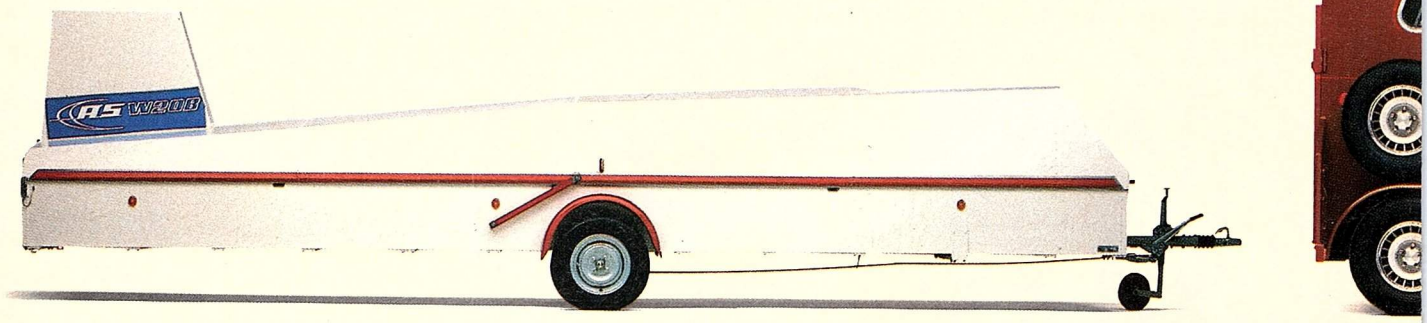
WARNING: Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always use discretion and wear the appropriate safety gear.

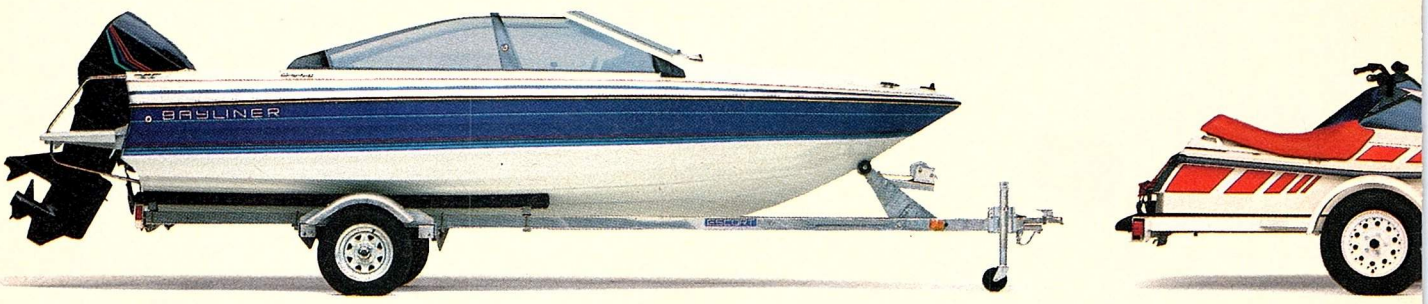
MOTOCROSS ACTION Magazine (USPS 986-340) ISSN 0146-3292 (June '88) is published monthly by Daisy/Hi-Torque Publishing Company, Inc., with editorial offices at 10600 Sepulveda Boulevard, Mission Hills, California 91345. Subscriptions $14.98 for 12 issues (one year). Canada add $4 per year and all other foreign add $5 per year for additional postage.

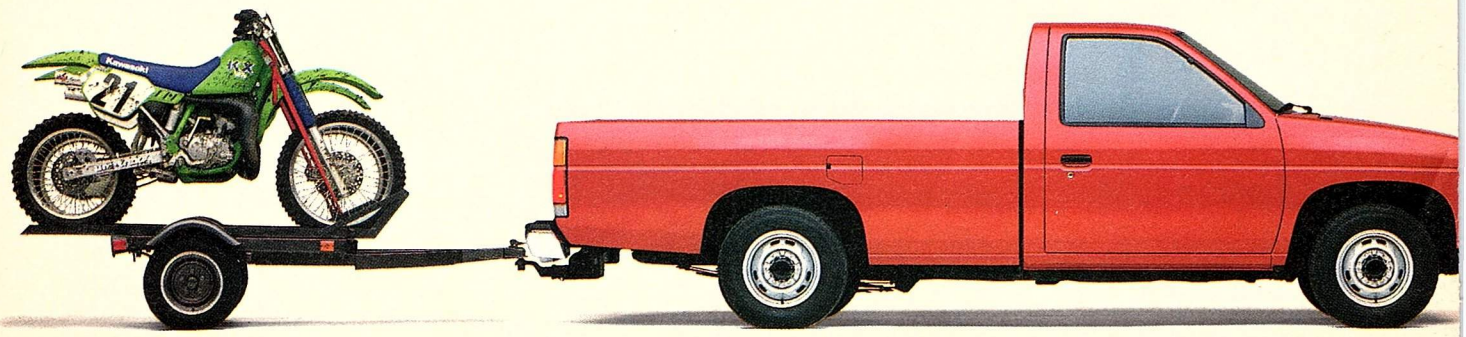
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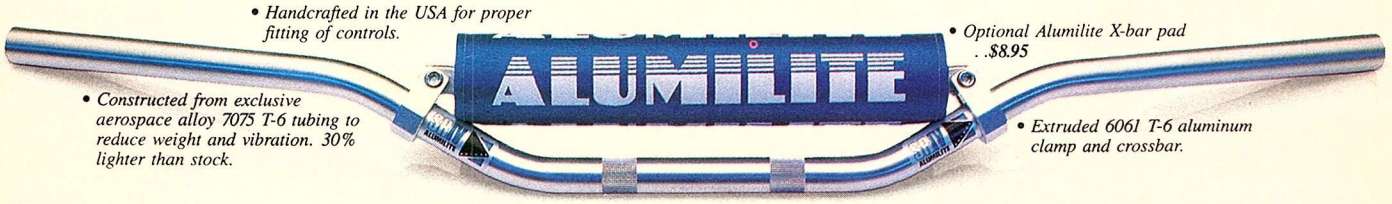
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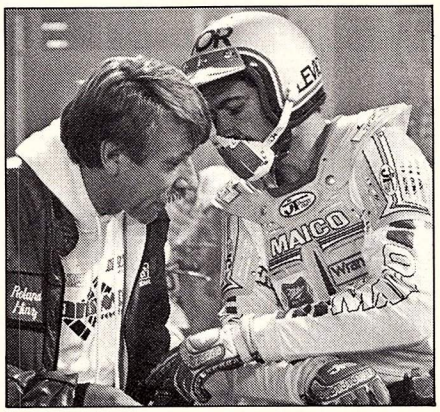
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On The Mainjet

By Roland Hinz



☐ There is a disease sweeping across this country! A plague that is unprecedented in human history. A blight that can change life as we know it. No, it's not something the Center for Disease Control should be warned about—it's lawsuits. Suddenly, this country is lawsuit crazy. We have TV shows (*People's Court, Superior Court, Divorce Court, The Judge*) that popularize the "Don't get mad, get even" concept of jurisprudence. Lawyers are advertising with testimonials about how much money they won for their latest client. Common people have given up on taking responsibility for their actions, and instead, are trying to find someone to blame everything on (and to make a bundle in the offing). Lawsuit mania is in danger of hurting our sport, and don't be lulled into believing that it hasn't already had some effect.

Who wins? Obviously, the people perpetuating the dilemma are lawyers. Lawyers come in two types. The shysters who chase ambulances and sue at the drop of a hat, and, unfortunately, the good guys who defend you to your last dime. Neither the suing nor defending lawyers have any incentive to slow down lawsuit mania.

How profitable is it? Which other college graduates can look forward to a starting salary of $54,000 a year as soon as the cap and gown hit the ground? That's what the entry-level salary is at most big L.A. law firms.

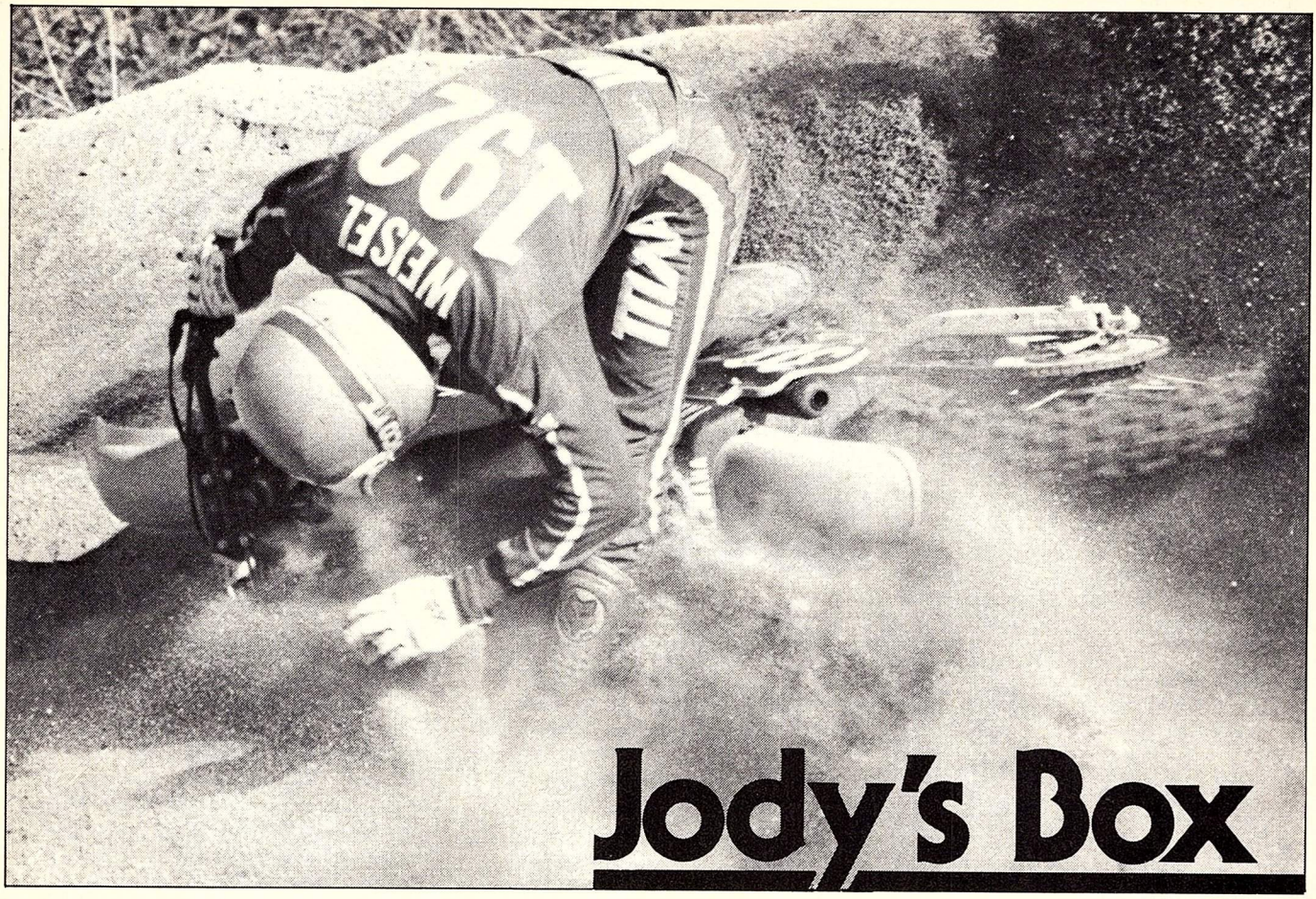
Does it matter if you're guilty? In the end, innocence will win out, but even the innocent have to hire lawyers to defend themselves against the frivolous charges. It can easily cost $20,000 in legal fees to prepare for a case that the judge will laugh out of court. That type of system punishes the innocent without rewarding them.

Who's affected? Exactly who should be worrying about the proliferation of lawsuits? It's not just the manufacturers, aftermarket companies, helmet companies or promoters that suffer when some greedy lawyer throws a blanket lawsuit over the entire Western World—everybody suffers. In a recent case, a rider was injured at a motocross race. Several years after the event, his lawyer sued the promoter of the race, but he didn't stop there. He also sued everybody who bought an ad in the event's program. The list included several different clothing companies, Coca-Cola and a car dealership. You can bet that in the future that car dealer is going to think twice about buying an ad, a billboard or putting up some cash for another motocross race. Thus, we are all affected.

Ten years ago, we wore cotton jerseys, open-face helmets and very little plastic protection. So, a guy sits down at a drawing board and designs a plastic chest protector to try to make the rider safer than he ever was. This invention didn't exist before, and everyone agrees it's a big improvement over what the protection standard was prior to the chest protector's development. But, the first rider to crash while wearing the chest protector sues because it didn't save him from all unforeseeable injuries. The chest protector designer tried to help people, and in turn he becomes a target for lawsuits.

Who pays when some injured racer sues? You do. In fact, at this moment you are paying more for your helmet, motorcycle, entries, clothes and tools to help defray the cost of hiring lawyers and buying liability lawsuit insurance.

How do we stop lawsuit mania? First, we need to stop being impressed with quick-buck schemes foisted on the public by lawyers, the news media and those who won't take responsibility for their own actions. Secondly, every company, promoter or organization that is sued needs to vigorously defend themselves against all frivolous lawsuits. Bell Helmets is the most famous company for defending itself, and it now has a reputation amongst the shysters as a company to avoid suing (because they will defend themselves, for however long it takes, and they always win in the end). Too many companies make a quick settlement to avoid the lawyers' fees for defending themselves, and suddenly they find themselves making settlement after settlement. Now is the time to stop and fight. Finally, legislation has to be passed to stop this incredible rash of lawsuits. Even Little League baseball is the victim of lawsuits, and maybe when some congressman's son can't play ball (let alone race motocross), the government will act in a responsible manner to bring equity to a system that is being abused. The law can be used for good and bad, and we want everybody to have their inalienable rights to counsel, but the current lawsuit craze is more like treasure hunting than justice seeking. ☐



Jody's Box

By Jody Weisel

☐ "Are you racing tomorrow?" asked Monte Floyd on Saturday night.

"Yes," I answered, "at Perris Raceway."

"I've never been there. I think I'll race, too. Give me directions," Monte said.

"From where?"

"To Perris." he answered.

"From where to Perris?" I asked again.

"From here," Monte replied.

"Go down to the corner and take a right. No, take a left and then a right. That will get you to Hamner, although you probably know it as Main Street. It's called Main Street to the south, Hamner here and Milliken to the north. Take Main Street to the Riverside Freeway, go under the underpass and get on it going east, but don't get out of the entrance lane because you will take the Interstate 15 turnoff immediately."

"Is that the 215?" asked Monte.

"No, the 215 freeway is about ten miles farther east, but it is the same as the 15 down by Temecula. The 15 is the one that Kawasaki has the Supercross track on," I answered.

"Can anybody ride on that track?"

"Just factory Kawasaki guys, and a few kids who sneak in occasionally."

"How far from here is that?"

"About eight miles. It's right after the White Sands practice track," I said.

"How do you get there?" asked Monte.

"Where?"

"White Sands," he said.

"It's too hard to explain. Do you still want to know how to get to Perris?" I asked.

"Yeah, but the next time you go to White Sands, call me, I want to go."

"Go south on 15 until you come to highway 74. It's the Ortega Highway, but go inland on it, not toward the ocean. And then . . ."

"Isn't there a place to ride up on Ortega Highway?" Monte interrupted.

"Wildomar, I think. It's about 400 acres of trails in the National Forest," I answered quickly. "And then go east on 74 about six miles till you get to . . ."

"How do you get there?" Monte asked.

"Where?" I asked.

"Wildomar," he replied.

"It's on Ortega Highway. You can't miss it. It's a Green Stickie park . . . and take a left on Ellis. It's a tough turn."

"Wait a minute, I thought you said it was on Ortega Highway. What's this Ellis stuff?" he asked.

"Perris is on Ellis Street," I said. "Wildomar is on Ortega Highway."

"Wasn't Rawhide Cycle Park on Ortega Highway a few years ago?"

"No, it was on Highway 74 just a few miles from Perris; which is on Ellis. Turn left on Ellis. It's a tough turn. Go about 100 yards down Ellis and take a right at the sign. You can't miss it," I said with a deep sigh.

"Can you tell me again, only slower?" said Monte.

"Look," I said, "I'll draw you a detailed map." And I set pen to paper and drew Monte an absolutely detailed map with all kinds of signs, arrows, road designations, stars and landmarks. It took me about ten minutes to do, but it was worth it to avoid trying to explain the directions to Monte again.

"What time does practice start?" asked Monte, when I handed him my masterpiece of cartography.

"Eight o'clock," I answered.

"What time are you leaving your house?"

"Seven o'clock."

"I'll just follow you," said Monte.

"Okay, see you at seven," I said with a smile, and walked over to my truck where Lovely Louella had been waiting for me.

"You have more patience than I have," she said. "I can't believe that you wouldn't get mad when you went to all that trouble to give him directions, answer his questions and draw him a map, and then he just blew it off and said he'd just follow you. Aren't you angry?"

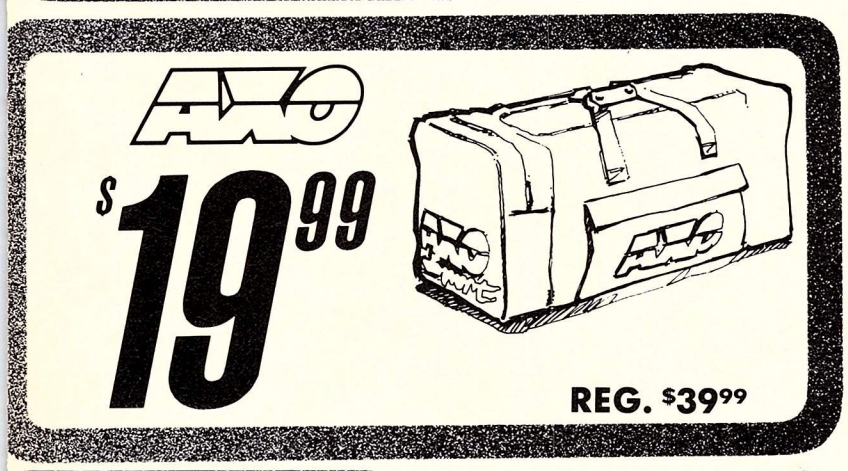
"No, I'm not the least bit upset," I replied calmly.

"How come?"

"No reason in particular," I said. "Oh, by the way, I'll be picking you up 15 minutes earlier tomorrow morning." ☐











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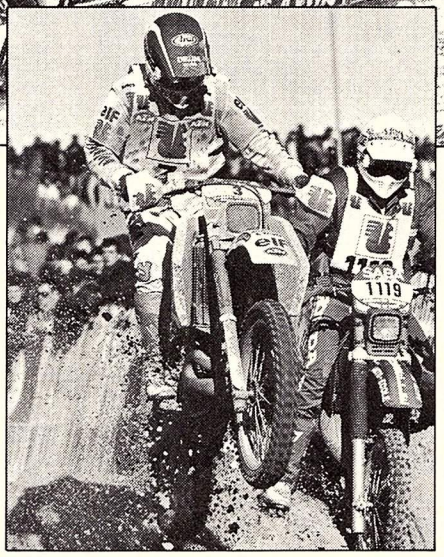
Charge! When the flag drops, the riders blast down the super-long starting straight at over 100 mph. Then they turn up into the sand dunes. If you aren't in the first group, the course becomes one continuous bottleneck of fried clutches.



As far as the eye can see: What do 300,000 spectators look like? Like ocean waves lining the circuitous French beach. Miles of course means miles of spectators. America doesn't have a beach race. It should.

• When the 1200-rider pack lined up on the starting grid for a six-kilometer starting straight and 15 kilometers of soft, dune sand track, all 600,000 eyes were focused on three favorites: Eric Geboers, Kees Van der Ven and Leif Persson. These three riders are considered sand specialists, and winning Le Touquet means you need a lot of sand experience.

It was Eric Geboers who made the hole-shot and never lost the lead during the three-hour race. Kees Van der Ven followed in the shadow of the Honda rider but couldn't keep him from his first Le Touquet victory. Van der Ven finished two minutes behind Geboers, and third was Belgium's Jean Marc Blanchy on a Honda 500. Blanchy competes once in a while in the 125 World Championships without great success, but his outstanding performance at the Le Touquet Beach race opens gates for him for the future.



Long live the king: Kees Van der Ven (3) has won Le Touquet five times for KTM. With his massive gas tank and Dutch sand experience, Van der Ven was a serious contender. Van der Ven is lapping rider number 1119. Yes, there are that many starters, but not as many finishers.

After Le Touquet, traffic jams stopped everything until midnight (even though the race was finished at five o'clock in the afternoon). How many people came to the Le Touquet beach race? A record crowd of 350,000. •



The old stuff: Honda broke out the old 1986 works 500 for Eric Geboers to ride to victory. Geboers has won both the French Le Touquet race and the Dutch Veronica event to become the new king of beach races. Rules required that bikes have headlights, so this is the only time you'll ever see a works RCM Honda in enduro garb.

RESULTS: LE TOUQUET BEACH RACE

1. Eric Geboers	Hon
2. Kees Van der Ven	KTM
3. Jean-Marc Blanchy	Hon
4. John Van den Berk	Yam
5. Frederic Lemunnier	Hon
6. Yves Gervaise	KTM
7. Stephan Peterhansel	Yam
8. Bruno Alltev	Hon
9. Patrick Boniface	Yam
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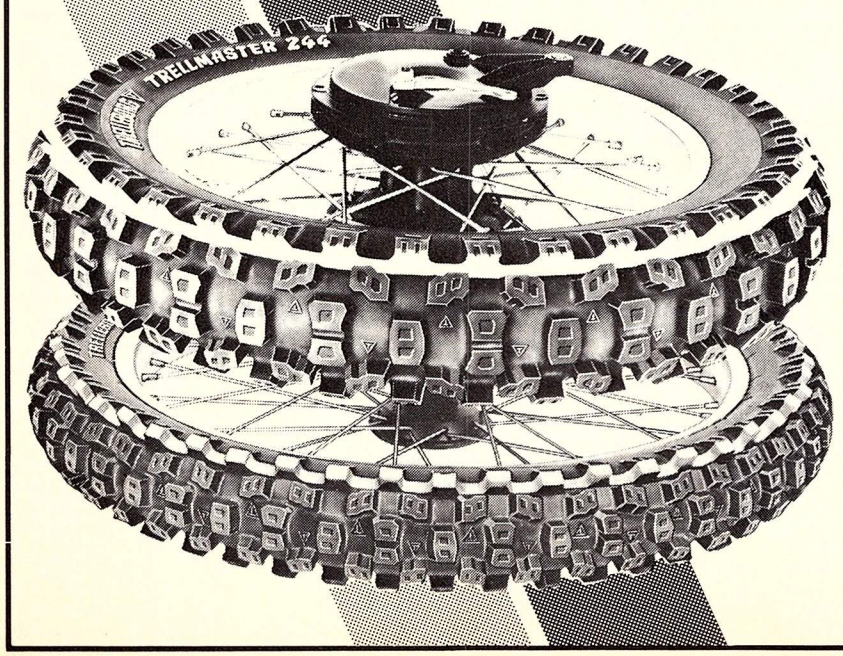
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It was in these indoor off-road events that Thompson's Ultracross format for motorcycles was introduced, where the faster qualified riders would start in the back of the pack and gain overall points for moving up. Recently, Thompson was involved in a bitter feud with Supercross founder Mike Goodwin over promoting Southern California Supercross events. The series of lawsuits between the two gave Thompson a virtual monopoly on promoting rights in every major California stadium. □



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HELMETS

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Arai

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OPTIONAL SEAT 88 CR 125 (STOCK IS 85mm) 117mm $82.02 MOST MODELS AVAILABLE $77.22 to $88.16

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CR 80	12.32	6.66 to 13.29	8.60 to 8.93	5.42	5.71 to 6.30	2.79 to 18.36	3.71	12.26	17.84 to 35.01	5.89 ea.	2.60 to 3.00 ea.
CR 125	21.85 to 31.21	7.44 to 13.36	9.04 to 10.33	6.68 to 7.74	6.10 to 6.30	9.18 to 9.65	5.56 to 9.18	10.78 to 13.71	17.84 to 31.03	4.55 to 5.89 ea.	4.56 ea.
CR 250	24.09 to 36.58	16.38 to 17.41	9.04	6.10 to 7.74	6.30 to 7.52	9.18 to 9.65	5.56 to 9.18	12.26 to 15.10	17.84 to 30.02	4.55 ea.	4.84 ea.
CR 500	37.02	19.66	9.04 to 10.33	6.10 to 6.91	6.30 to 7.52	9.18 to 9.65	5.56 to 9.18	12.92 to 23.29	16.23 to 29.88	4.55 ea.	4.84 ea.

HONDALINE

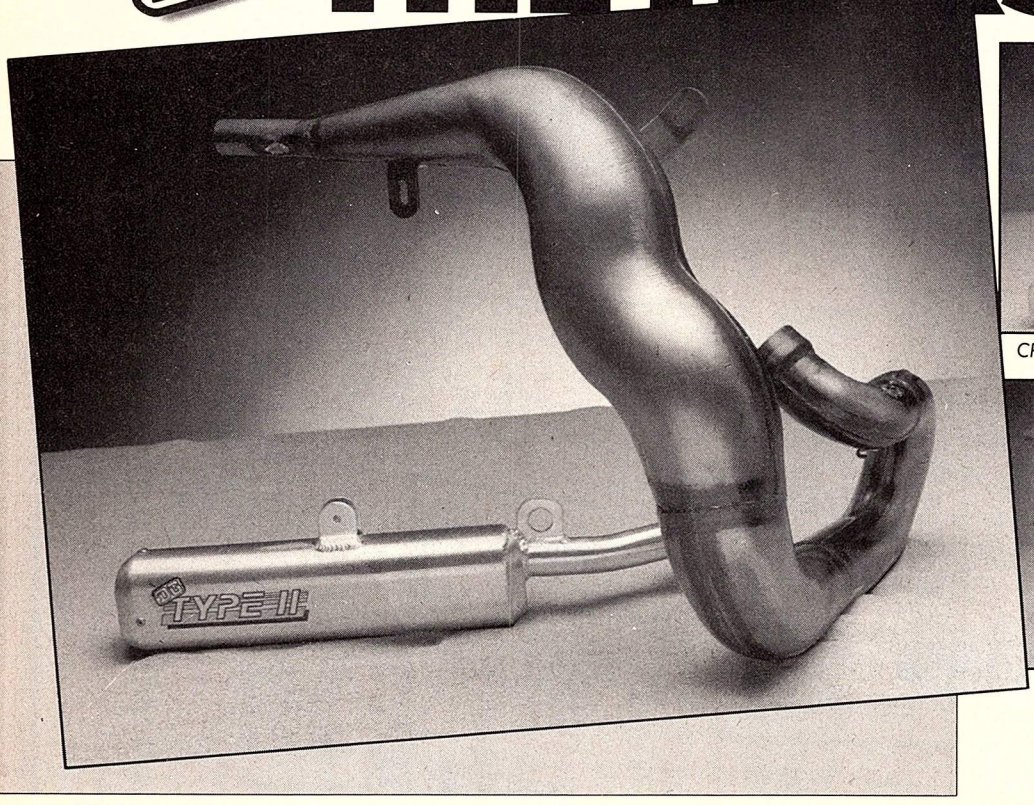
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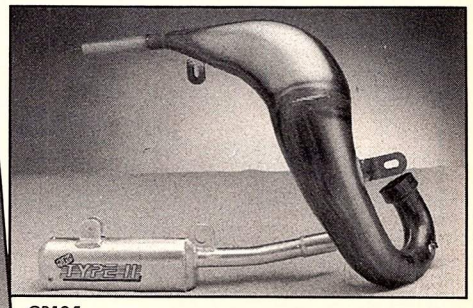
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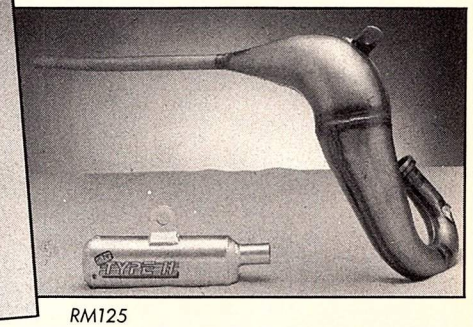
DG THE HORSEPO



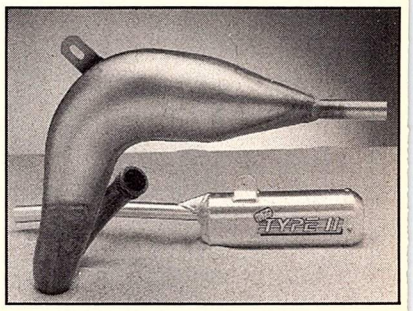
CR500



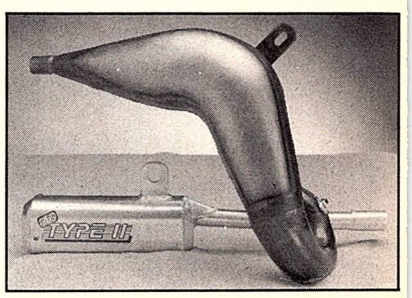
CR125



RM125



KX80



CR80

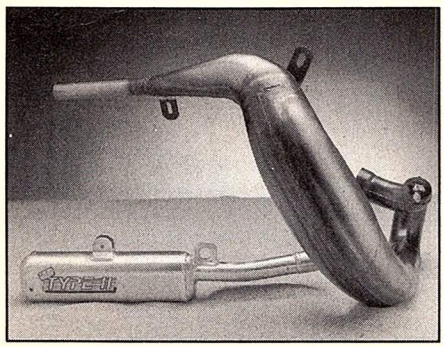
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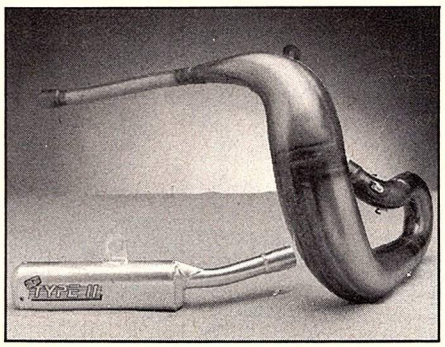
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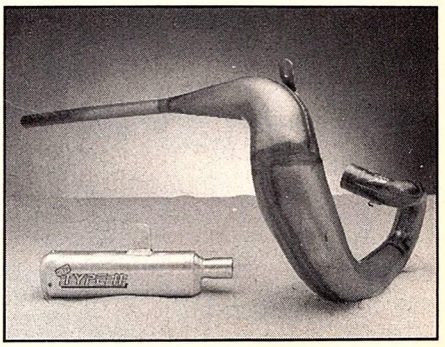
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82-88 RM250	from 109.95	from 149.95
81-84 RM465/500	124.95	164.95



CR250



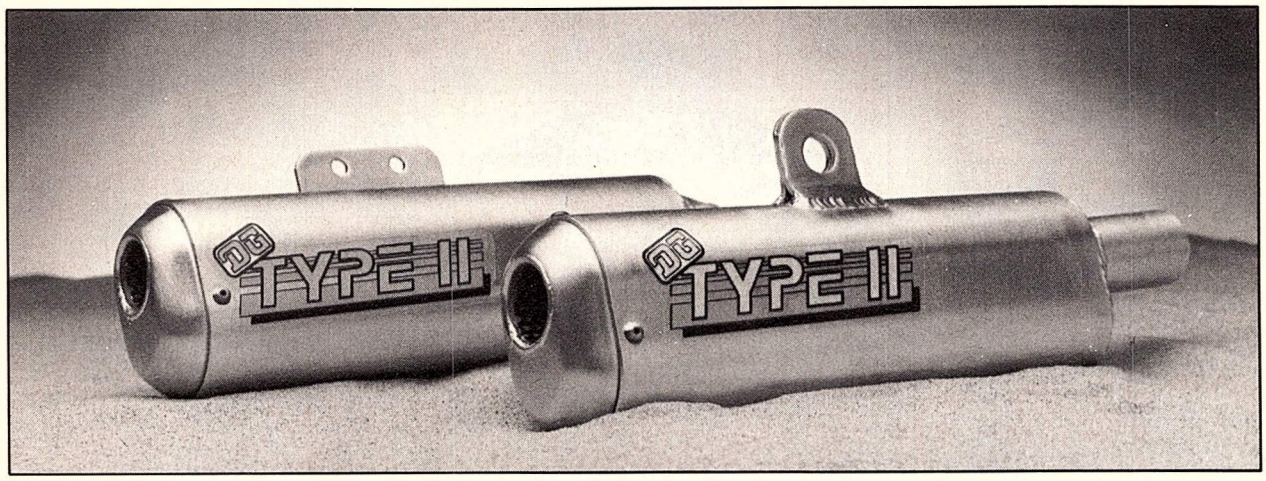
YZ250



RM250

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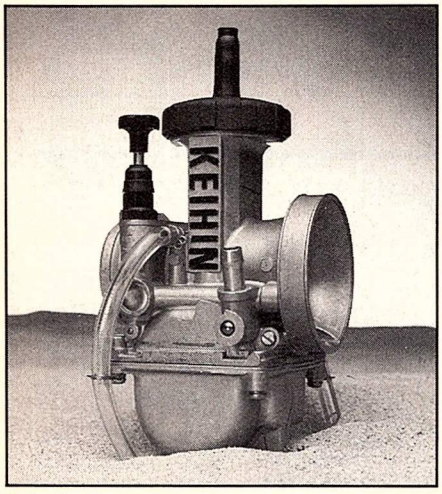
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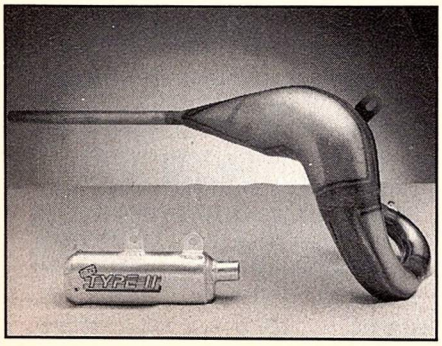
Price: $49.95



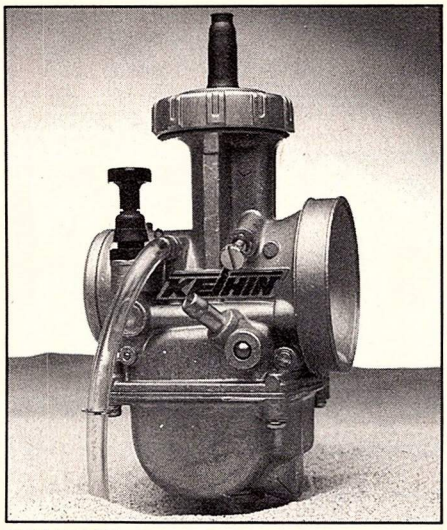
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KX125



PWK "D" Valve

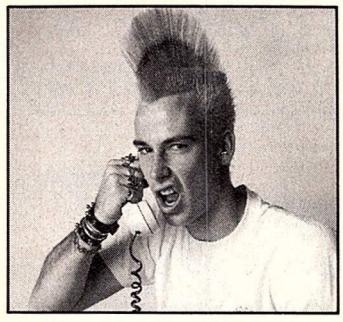
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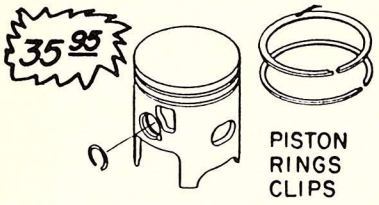
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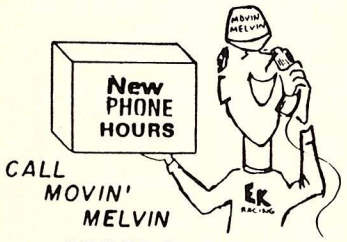
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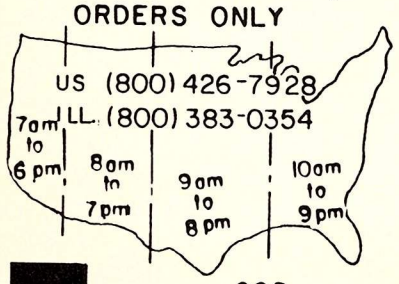
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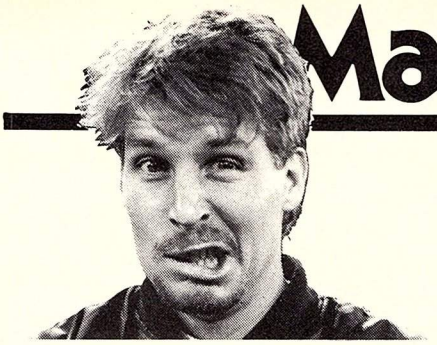


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Mail Entries



IN RESPONSE

Dear *MXA,*

In reference to Tom Anthony's letter in the February '88 issue, T.A., you make me sick! RJ is the best, I've seen him come from last to first in a stadium race. Nobody can match his aggression.

David Terry
Moreno Valley, CA

Dear *MXA,*

Tom Anthony has to be some kind of bonehead to say Jeff Ward is better than Rick. RJ is the 250 and 500 National Champ, as well as MXA Rider of the Year!

Dave Brewer and Chris Muir
Manor, PA

Dear *MXA,*

I'm sick of seeing people write in and tell how they are disgusted with Rick Johnson. I'm referring to the mail entry in the February '88 issue. Hey, Tom, can it, will you? RJ deserves all the credit he gets. Wardy is a great rider, too, but RJ is awesome.

Jess Houpt
North Platte, NE

MORE '88 YZ250s?

Dear *MXA,*

In the March '88 issue's "On the Mainjet" column, there was an insider's report that Yamaha would set up the YZ250 assembly line again. Here in the East it has been virtually impossible to find a YZ250 at the dealers, so I was pleased to read this news. But now, after attending the International Motorcycle show in New York, I'm a bit confused. A Yamaha factory rep who was at the show had no knowledge of another production run. So what's the real story?

Mike Wagner
New York, NY

(Yamaha did produce a second run of 1988 YZ250s. Your dealer should have them in stock, but the bikes are extremely popular, and the second run is going fast.)

SCHOOL TIME

Dear *MXA,*

I am a big fan of *MXA*. I'm writing to find out the address of Gary Bailey's motocross

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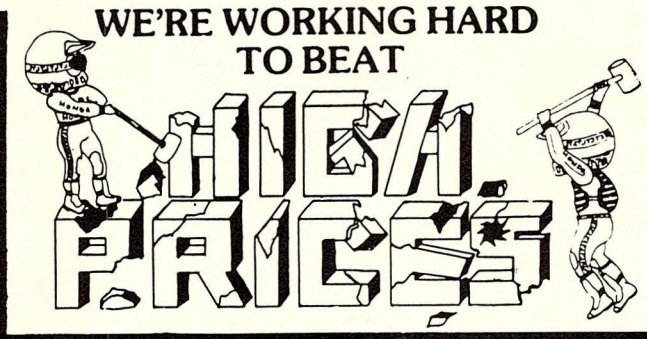
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Mail Entries

school. I know it's in Virginia, but I don't know which part. I would be very grateful for this information.

Steven Bembridge
Edenton, NC

(Check out "The Complete Guide to MX Schools" in this issue.)

WHERE'S THE JUMPS?

Dear *MXA,*

I recently moved to Orange County, California, from Bucks County, Pennsylvania, and am a bit disappointed about the tracks I've raced so far. Perris and DeAnza have got to be the "bunny slopes" of motocross—no doubles, triples, tabletops or gnarly whoop sections. Could you please inform me of some tracks that contain a few technical obstacles before I forget how to do them? I didn't realize how good Englishtown was.

Dave Simmons
Orange County, CA

(Since you live in Orange County, you could ride at Barona Oaks, Carlsbad, Glen Helen, Sunrise, L.A. County or Butterfield (not to mention Perris and DeAnza). If you can't find a challenge with eight race tracks to choose from, try United Airlines back to Pennsylvania.) □

CLEAN UP YOUR ACT!

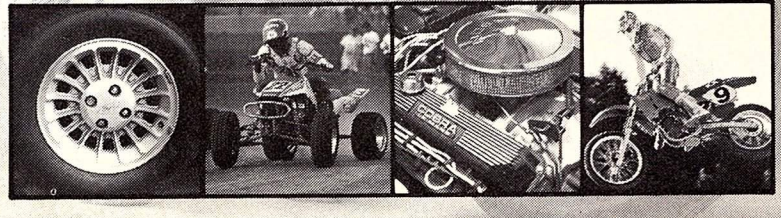


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MAXIMA
Racing Lubricants

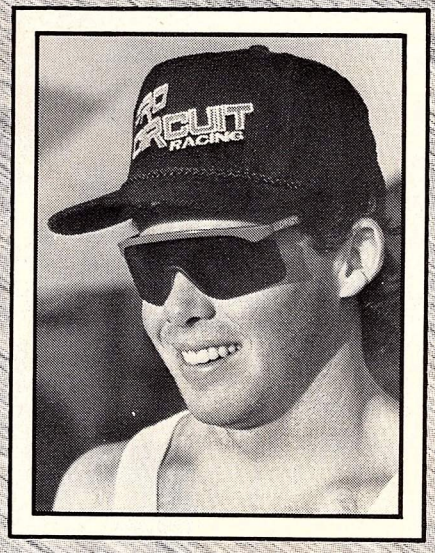


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CHAMPIONS



In 1986 Rick Johnson dominated the Supercross Series to win the '86 title! Ricky used a Pro Circuit Pipe. Thanks Rick.



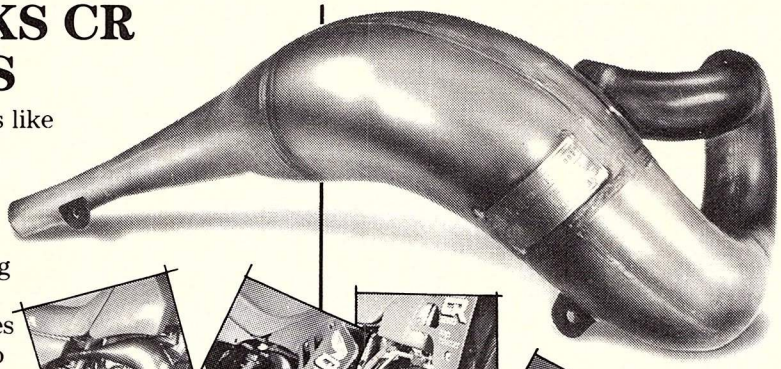
In 1987 Jeff Ward took the title from Rick, also using a Pro Circuit Pipe. Thanks Jeff.

1988 they both have the same thing on their minds, the '88 Supercross Championship and they are both using Pro Circuit Pipes!

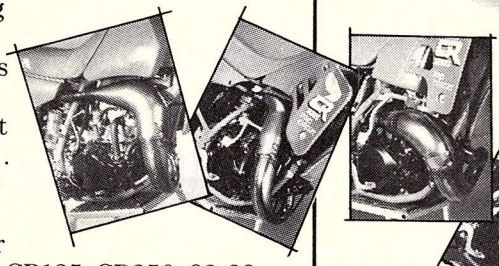
PRO CIRCUIT RACING

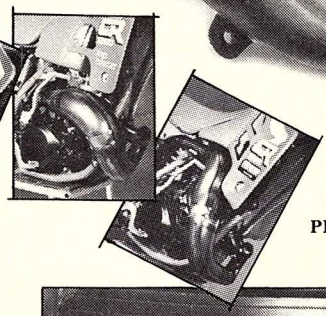
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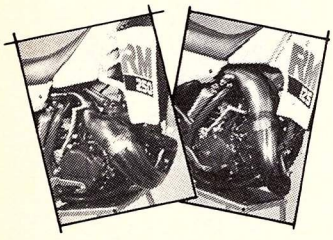
With names like Johnson, Holland, Jobe, Leisk and many more having used Pro Circuit Pipes you can't go wrong! Don't believe us . . . look at your local track. Available for 84-88 CR80, CR125, CR250. 82-88 CR Open Bikes. $149.95 to $159.95





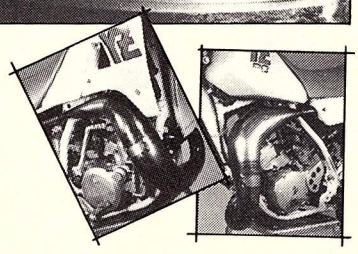
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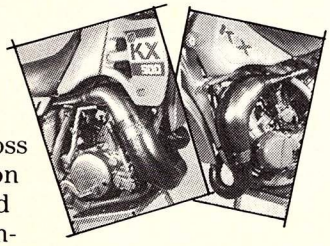
Bring your RM to life with a Pro Circuit Works Pipe. Used in 1987 by the fastest Suzuki in the world. Holland, Kehoe, Turpin, Tichner can't be all wrong. Pro Circuit is currently being used on the all new '88 RM works bikes. 86-88 RM80, RM125. 84-88 RM250. $149.95



YZ

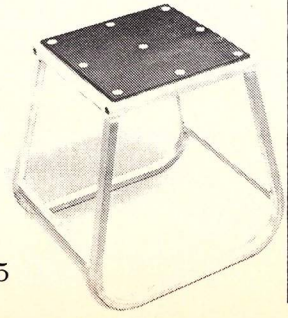
1987, Jeff Stanton's best ride ever, 2nd overall 500 Nationals . . . Pro Circuit Pipe, of course. '88 YZ250 works pipe used by Glover throughout Golden State Nationals. Give your YZ the winning edge with a Pro Circuit Works Pipe! 84-88 YZ80, YZ125, YZ250, YZ490. $149.95

KX



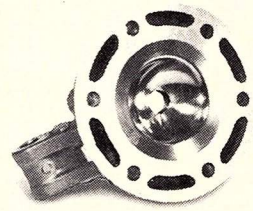
1987 Supercross Champion Jeff Ward and teammate Ron Lechein agreed that Pro Circuit was the answer in 1987. Again in 1988 Ward, Lechein, Brooks, Kiedrowski and many more will campaign Pro Circuit as the true works Pipe for your new Kawasaki. 85-88 KX80, 84-88 KX125, 85-88 KX250 & 500. $149.95

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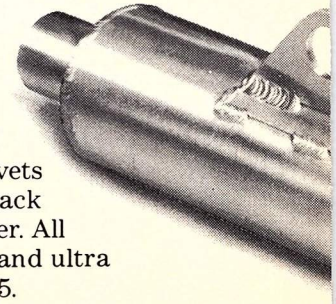
PORTING & HEAD MODS



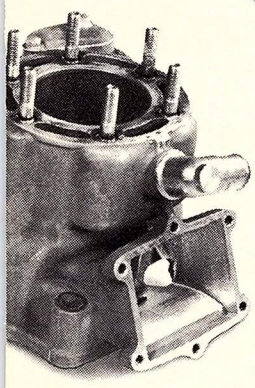
Bring your bike up to works specifications with Cylinder Porting and Head modifications by Pro Circuit. If you don't think it makes a difference, ask the guys who know. We have done motors for Johnson, Jobe, Brecker, Glover, Stanton, Ward, Lechein, Kehoe, Holland and many other top caliber riders. Why start at a disadvantage when no one else is using stock motors. With Pro Circuit Porting and Head Modifications your motocrosser will achieve it's full potential! Cylinder Porting $165.00, Head Modifications (required on most models) $50.00. 1988 pre-ported cylinders and heads now in stock, call for information.

WORKS SILENCERS

All new Pro Circuit Works Silencers now available for current year motocross bikes. Pro Circuit's unique design allows quick and easy re-packing by virtue of a large retaining clip that holds the core into place. No more having to drill pop-rivets just to re-pack your silencer. All aluminum and ultra trick. $59.95.



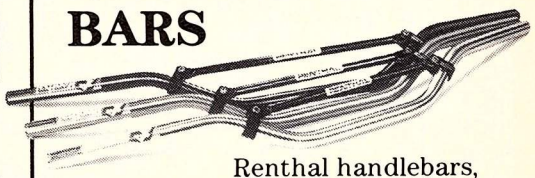
CIRCUIT.





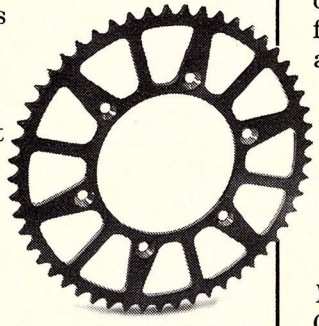
Showa SS-7 Works Cartridge Fork Oil, 500ml bottle. $4.70

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Works Sprockets utilize a hard anodized 7075 aluminum to make a sprocket that is light-weight, stylish and long last-ing. These are identical to the sprockets Team Honda used to capture seven National Championships in the last two years. Available for Honda 50-53T., Suzuki 50-53T., Kawasaki 47-50T., Yamaha 47-52T. $59.95

SUSPENSION MODIFICATIONS

Pro Circuit shock tuning includes complete assembly, cleaning and revalving. Using only the highest quality fluids, we bleed all the air from the system, repressurize it and set up the spring rate for your weight and classification. We can also improve your cartridge forks by modifying the valving, selecting proper spring rate, pre-load and oil height for your weight and ability.

Shock Modifications Honda, Yamaha, Kawasaki, Suzuki:
Oil Change only $55.00, Revalve and rebuild $130.00, Hard anodized shock bodies ('85-'86 shocks) $45.00, Cartridge fork mods plus parts $70.00, YZ and KX fork mods plus parts $45.00, Showa SS-7 Works fork oil $4.70, Optional rate fork springs $49.95, Optional rate shock springs $75.00-$80.00.
Pro Circuit now offers valving updates to previously revalved Pro Circuit shocks at no charge when sent in for an oil change!



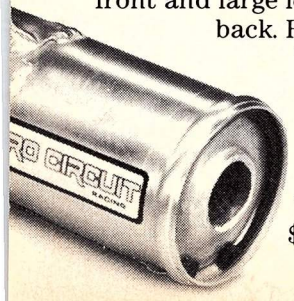
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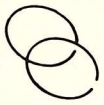
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CR125	1981-84	39.16
CR125	1985-87	34.68
CR125	1988 STD.	34.68
CR250	1981-85	45.48
CR250	1986-87	38.24
CR250	1988	40.64
CR500	1984-88	58.76

RINGS



CR80	1980-81	$ 7.40
CR80	1982-84 STD.	13.60
CR80	1985	14.77
CR80	1986-88	7.40
CR125	1981-85	14.84
CR125	1986-87	8.27
CR125	1988	8.80
CR250	1981-87	18.20
CR250	1988	19.34
CR500	1984-88	21.84

GASKET SETS

CR80	1980-82	$ 9.66
CR80	1983-85	14.64
CR80	1986-88	13.62
CR125	1981-84	11.95
CR125	1985	12.65
CR125	1986	15.23
CR125	1987-88	39.86
CR250	1981,82,86	14.50
CR250	1983,87,88	13.62
CR250	1984,85	15.38
CR500	1984,85	14.36
CR500	1986	15.24
CR500	1987	17.26
CR500	1988	25.88

CRANK ASSY.

CR80	1980-82	$ 94.81
CR80	1983-88	81.54
CR125	1981-84	101.93
CR125	1985-87	100.92
CR125	1988	107.24
CR250	1981	168.96
CR250	1982	181.17
CR250	1983-87	155.05
CR250	1988	164.72
CR500	1984-88	155.05

CLUTCH PLATES/FIBER



CR80	1980-82	$3.20
CR80	1983-88	6.54
CR125	1981	4.84
CR125	1982	6.54
CR125	1983-86	5.06
CR125	1987-88	6.54
CR250	1981,83-87	5.06
CR250	1982,88	6.54
CR500	1984-88	5.06

CLUTCH PLATES/METAL

CR80	1984-86	$3.33
CR80	1980-83,87-88	2.89
CR125	1981	3.60
CR125	1982	4.22
CR125	1983-88	5.07
CR250	1981-88	5.38
CR500	1984-88	5.38

FRONT BRAKE PADS OR SHOES (SOLD BY SETS ONLY)

CR80	1980-85	$ 6.20
CR80	1986-88	20.40
CR125	1981	10.32
CR125	1982-83	12.36
CR125	1984-88	20.40
CR250	1981-83	12.36
CR250	1984-88	20.40
CR500	1984-88	20.40

REAR BRAKE PADS OR SHOES (SOLD BY SETS ONLY)



CR80	1980-84	$ 6.20
CR80	1985-88	8.24
CR125	1981-82	10.32
CR125	1983-86	12.36
CR125	1987-88	20.40
CR250	1981-82	10.32
CR250	1983-86	12.36
CR250	1987-88	20.40
CR500	1984-86	12.36
CR500	1987-88	20.40

SWING ARM BEARINGS (Each)

CR80	1980-81	$5.70
CR80	1982-85	9.25
CR80	1986-88	7.70
CR125	1981-85	8.52
CR125	1986-88	6.44
CR250	1981-85	8.52
CR250	1986-87	6.44
CR250	1988	7.65
CR500	1984-85	8.52
CR500	1986-88	6.44

SWING ARM SPACERS (Each)

CR80	1980-88	$ 9.05
CR125	1981	11.50
CR125	1982-84	8.30
CR125	1985-88	8.90
CR250	1981	11.00
CR250	1982-84	8.30
CR250	1985-88	8.90
CR500	1984	8.30
CR500	1985-88	8.90

FRONT MASTER CYLINDER ASSY.

CR80	1986-88	$112.39
CR125	1984-87	112.39
CR125	1988	119.39
CR250	1984-87	112.39
CR250	1988	123.45
CR500	1984-87	112.39
CR500	1988	119.39

FRONT BRAKE LEVERS

CR80	1980-81	$ 3.54
CR80	1982	10.76
CR80	1983-88	6.28
CR125	1981-82	10.76
CR125	1983-88	6.28
CR250	1981-82	10.76
CR250	1983-88	6.28
CR500	1984-88	6.28

CLUTCH LEVERS

CR80	1980-81	$ 5.52
CR80	1982-88	6.28
CR125	1982	10.86
CR125	1981,83-88	6.28
CR250	1981-82	10.86
CR250	1983-87	6.28
CR500	1984-88	6.28

REAR BRAKE PEDAL

CR80	1980-82	$17.97
CR80	1983-88	10.29
CR125	1981-82	29.42
CR125	1983-88	40.88
CR250	1981,83	41.68
CR250	1982	46.37
CR250	1984-87	38.64
CR250	1988	40.44
CR500	1984-88	38.04

SHIFT LEVERS

CR80	1980-81	$11.32
CR80	1982	13.28
CR80	1983-88	20.92
CR125	1981-82	26.96
CR125	1983-88	30.00
CR250	1981-82	50.20
CR250	1983-87	27.88
CR250	1988	29.64
CR500	1984-88	27.88

HANDLE BARS

CR80	1980-82	$26.76
CR80	1983-88	22.76
CR125	1981	43.10
CR125	1982-83	30.47
CR125	1984	32.75
CR125	1985-88	27.75
CR250	1981	41.52
CR250	1982-87	27.75
CR250	1988	25.80
CR500	1984	32.75
CR500	1985-88	27.75

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FORK SEALS (Per Fork)

CR80	1980-81	$ 4.56
CR80	1982-86	9.92
CR80	1987-88	9.56
CR125	1981-82	6.28
CR125	1987	10.04
CR125	1983-86,88	10.80
CR250	1981-82	5.92
CR250	1983-88	10.04
CR500	1984-88	10.04

THROTTLE CABLES



CR80	1980-81	5.69
CR80	1982	7.48
CR80	1983-85	6.34
CR80	1986-88	7.00
CR125	1981-84	7.48
CR125	1985	6.78
CR125	1986-88	7.00
CR250	1981,83,84	8.36
CR250	1982	7.48
CR250	1985-88	7.00
CR500	1984	8.36
CR500	1985-88	7.00

CLUTCH CABLES

CR80	1980-82	$7.48
CR80	1983-88	6.02
CR125	1981-84	8.60
CR125	1985-88	7.42
CR250	1981,82	8.50
CR250	1983	8.00
CR250	1984	7.68
CR250	1985-88	6.78
CR500	1984	7.68
CR500	1985-88	6.78

AIR FILTERS

CR80	1980-81	$ 8.10
CR80	1984	23.02
CR80	1982,83,1985-88	18.96
CR125	1982-84	17.86
CR125	1981,85-88	18.96
CR250	1981-88	28.46
CR500	1984-88	18.96

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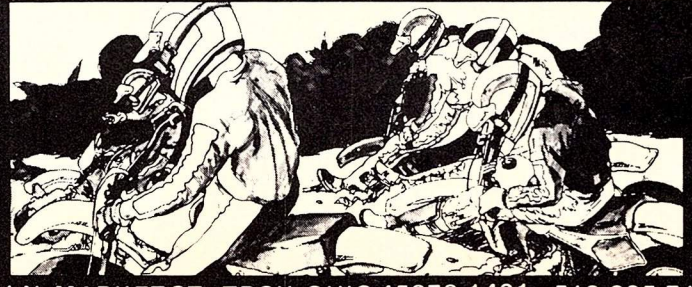
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Ask the MXperts

Dan White's tips for keeping the air fresh

☐ Looking at an air filter, one is not struck by a sense of high-tech. The same holds true for maintenance. Remove, clean, oil and replace is seemingly a simple and innocuous procedure, or so the *MXA* wrecking crew thought, until we talked to Twin Air king Dan White of White Bros. We found out from Dan that filter maintenance *is* simple, yet comes close to being a science.

MXA: *How long can an air filter be reused?*

Dan: Generally, depending on the type, a filter can be reused for as long as three years. It depends on the type of cleaning and the type of stuff that is sucked through it.

MXA: *What are some of the signs of a worn-out filter?*

Dan: You should look for things like seam wear or tear, tears in the filter itself and shrinkage of the filter. A definite sign that a filter has lived its life is when it gets a hard feel to it. The key to long life is in the oiling.

MXA: *How should a filter be oiled?*

Dan: The most important thing is to use an oil with a heavy solvent base: an oil that goes on watery and then dries and spreads. You should use a tub and thoroughly soak the filter. Use an oil that is colored so you can see that it goes on evenly. Don't wring out the filter—squeeze and press out the oil. Wringing will stretch and tear the foam. Again, make sure there is even coverage.

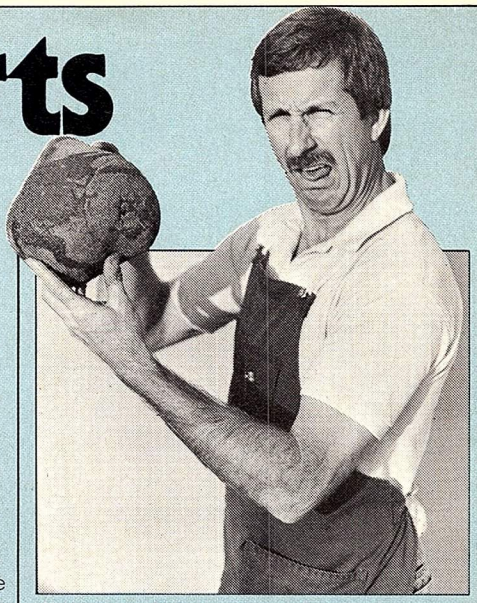
MXA: *What is the best way to clean an oil filter?*

Dan: Use a mild solvent, not gasoline; gasoline will attack the glue in the seams. Wash out the solvent with soap and water and compress the excess water out in a rag. Let the filter air-dry. It is a good idea to have two sets of filters so one can be used while the other dries.

MXA: *What other tips do you have for maintenance?*

Dan: Check the filter cage for cracks, breaks or distortion. It's a good idea to run your finger inside the boot between the airbox and the carb.

If there is dirt residue, it is an indication that dirt is passing through the filter. Ask why. Look for holes, white spots and thin oiling or greasing. Also check the boots where the cables meet the carb; sometimes dirt will get in through there, as well.



Air filter maintenance need not be a scary proposition if you follow Dan White's advice.

MXA: *Do you recommend greasing the airbox?*

Dan: No, it just makes a mess. Something that is often neglected is the cleaning of the airbox. It should be cleaned after each race. The drain hole in the bottom of the box should be cleaned, as well, so that in wet weather there won't be any trouble with drainage. Also, any extra air holes that are added to the airbox should be made as high as possible. ☐



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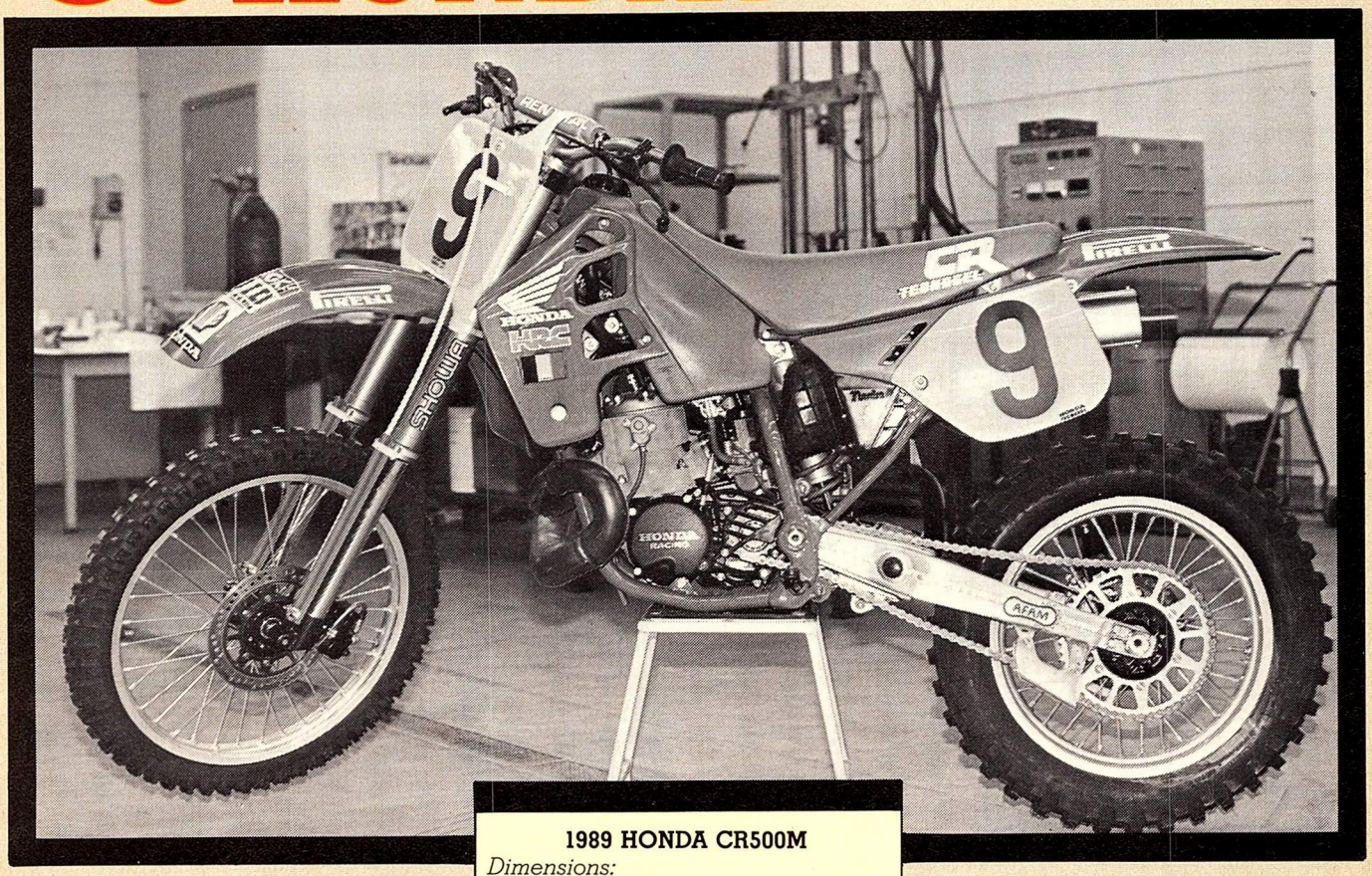
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LOOK INTO THE FUTURE

WORKS PROTO

IS THIS THE '89 HONDA?

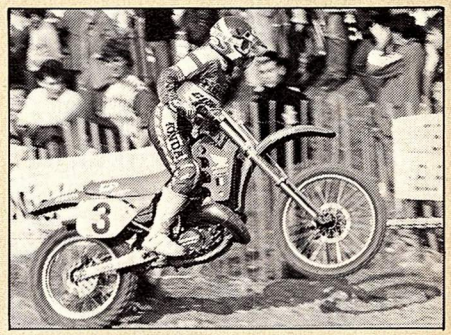


Team Honda's new half-works & half-prototype race bike points to next year

☐ After World Champion Dave Thorpe was embarrassed at the 1986 Motocross des Nations by Johnny O'Mara, who was riding a production CR125 against Thorpe's $50,000 works 500, Honda of Japan decided that the Grand Prix team didn't need works bikes after all. The result? Eric Geboers won the 250 World Championship on a production bike, and Georges Jobe grabbed the 500 crown on a privateer Honda CR500. It should have been the icing on the cake, but Honda was unhappy. Racing production bikes wasn't giving them the kind of feedback they wanted about new ideas, products and designs, and although it seemed less expensive initially, the cost was greater because trick parts had to be cobbed up to fit the production chassis. And as each hand-built part went onto the '88 CR production bike, the bike became too much of a mishmash of different parts (each one specially built to retrofit). Honda felt it would have been cheaper to build a one-off works bike from the ground up—instead of building it piece by piece.

1989 HONDA CR500M

Dimensions:	
Overall length	2220mm
Overall width	825mm
Overall height	1220mm
Wheelbase	1500mm
Ground clearance	330mm
Weight	102kg
Engine:	
Type	Single-cylinder, liquid-cooled 2-stroke
Valve	Reed
Capacity	491cc
Bore and stroke	89mm×79mm
Max power	Over 62hp
Transmission	5-speed
Frame:	
Type	Semi-double cradle
Suspension:	
Front	Telescopic fork
Rear	Delta pro-link
Tires and wheels:	
Front	80/100, 21 inch
Rear	110/100, 18 inch
Fuel tank:	
capacity	9.5 liters

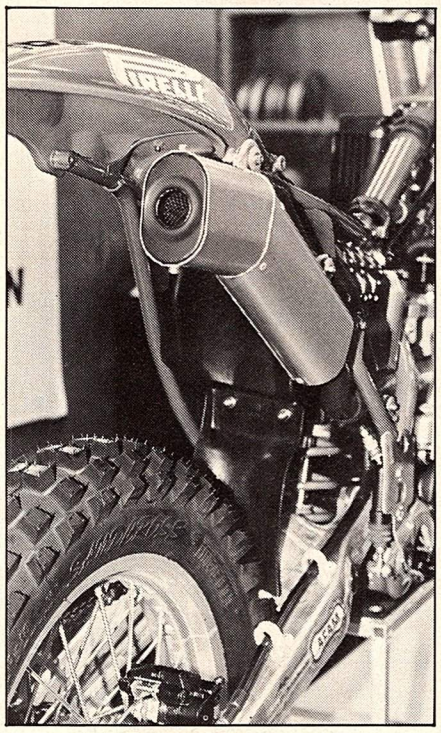


Is it a deuce? This may look like a 1988 CR250, but it is actually a CR500 with low-boy pipe and tank, upside-down Showas and a works swingarm. Eric Geboers wrings it out at Beaucaire, France.

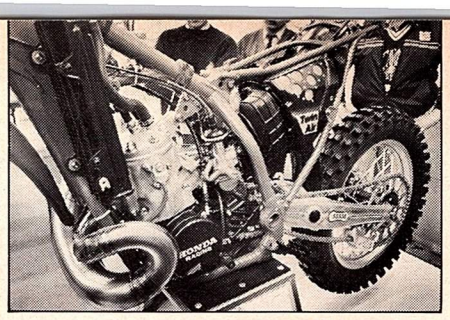
WORKS PROTO



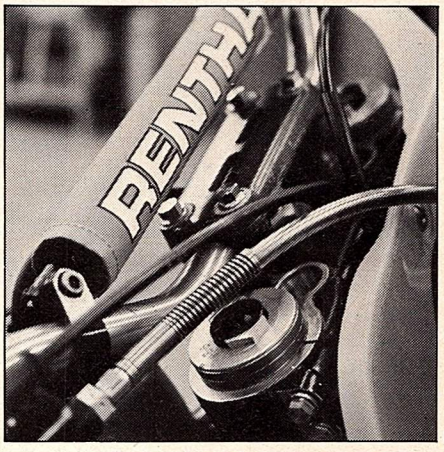
In your future? Honda is currently planning to put the upside-down Showas on the 1989 CR lineup. Early problems with stiction and tube overlap have been solved. White Power, Simons and Marzocchi already produce upside-down forks.



Is it too loud? To get the decibel level down below a new legal limit, the pre-production '89s are testing jumbo-sized silencers. This pop-riveted unit probably will be vastly changed before it can be efficiently produced on the assembly line.



Is your CR500 hard to start? Well, so are Team Honda's. Their solution? A decompression valve cast into the side of the CR500 cylinder (shades of Maico). The valve makes the CR easier to kick. In the future Honda is talking electric starter.



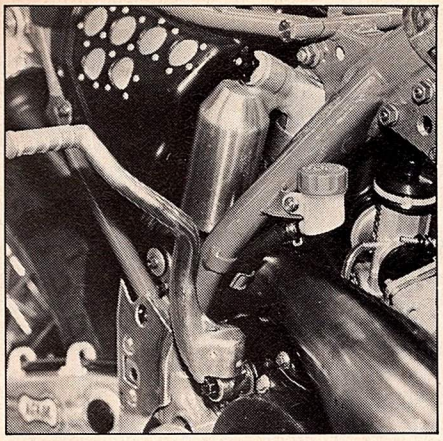
How many bar mounts? Team Honda's '89 prototypes feature two distinct handlebar mounts that allow works riders to select fore or aft positioning. This won't be on the '89 production bike.

Photos by Luc Verbeke

KNOCKO



©JT Racing USA 1988



Is this a pretzel? In order to clear the new low-boy pipe and make the CR500 easier to kick, Honda has built a new, wider kickstarter that clears the footpeg at the bottom of the stroke.

HERE'S THE KICKER

There was a large vocal group at Honda that wanted to go back to works bikes (those ultra-light, specially made, $50,000 racers); on the other hand, a second faction wanted to continue with some form of production racing. A compromise was reached. For 1988, Honda's Grand Prix team will race bikes that are mostly prototypes for next year's production line, but with a modicum of works parts tossed in to spice it up.

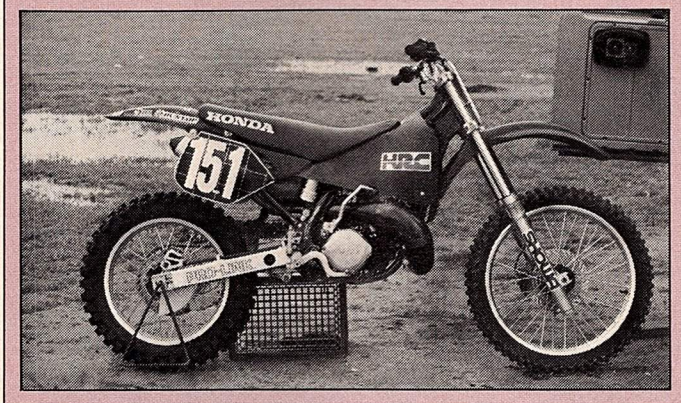
Is this the 1989 Honda? A large portion of it is. □

HONDA TEST PROJECT

IS THIS THE 1990 HONDA CR250?

• In 1988 Honda started a three-year program to get the center of gravity lower on the CRs and to centralize the bike's mass around the center of gravity. That is why the low-boy pipe came into being. Its job was to allow the gas tank to be lowered on both sides of the bike. For 1990 Honda is aiming to significantly lower the mass of the bike to try to affect the bike's pitch, roll and yaw inertia. Pitch is the bike's tendency to alternately plunge up and down or forward and backwards. Roll can be easily defined as movement similar to rocking from side to side. To yaw is to fail to hold a straight course (to move from side to side). It is Honda's contention, and that of the aeronautical engineer from the U.S. space program that they contracted to do this study, that by lowering the gas tank's center of gravity and flattening out the seat, handling will be improved.

On Freddie Spencer's roadracer, Honda attempted to achieve the same thing by mounting the gas tank under the engine (in a fairing-like cowling), but it didn't work. Although the roadracer had a much lower center of gravity, they actually increased the roll and pitch inertia, because the mass was not centralized near the center of gravity. •



◄ Lowest in captivity: Honda's newest technological pursuit is an effort to get the weight located around the center of gravity. This test unit has a totally flat seat and gas tanks wrapped around the cylinder. This is the direction of the future.



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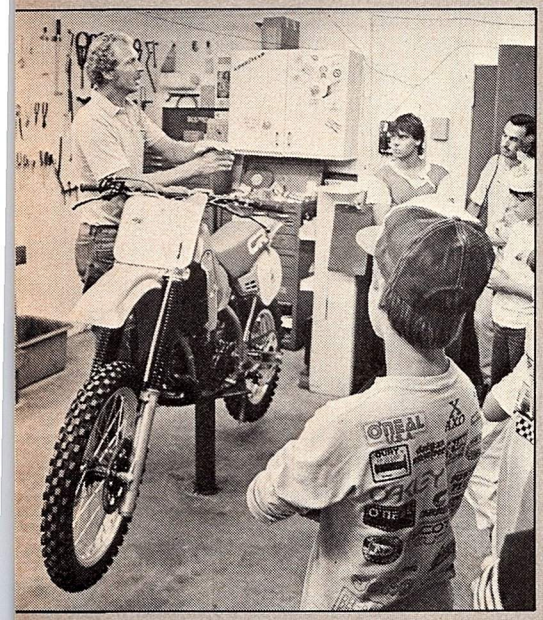
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TEACH ME HOW GUIDE TO MOTOCROSS SCHOOLS

☐ "I don't wanna grow up, I don't wanna go to school, no not me, not me, not me!" So the song goes, and so go the sentiments of just about everybody who's ever been to school. But what about a school where all you do is learn about motocross? Sounds pretty good, doesn't it? Well, the well-educated *MXA* wrecking crew put together this compendium (a big word we learned in school) of the best kind of school, the motocross school. Here's who offers what, where, and for how much.

Going fast is a learning experience

GARY BAILEY MOTOCROSS SCHOOL



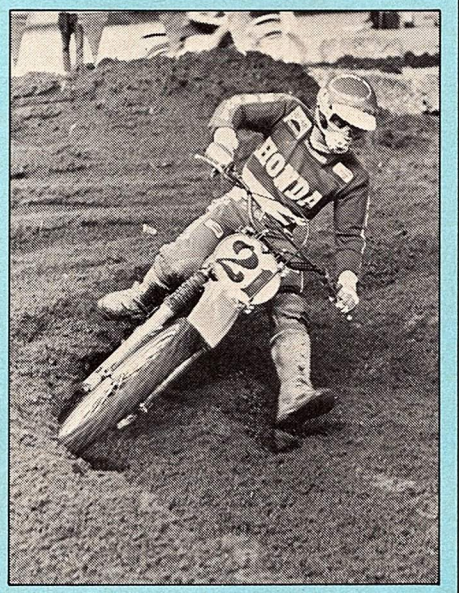
Gary Bailey is known as the "Professor," a title he picked up when he came back from Europe in the early 1970s and started teaching riders motocross skills. Well, Gary is still at it nearly 20 years later. He teaches his classes at son David Bailey's Lake Sugartree motocross park in Axton, Virginia. Gary covers all the basics of riding and racing, and guest lecturer Dr. Dennis Medsker speaks on injury prevention and therapy. Students can either board at the track or stay at nearby hotels.

For more information contact Gary Bailey Motocross School, P.O. Box 130, Axton, VA 24054; (703)650-3030.

RATES

4-day class	$325.00
2 day class	100.00
Private instruction	per hour 50.00
Board and meals	150.00
Bike rental	150.00
Airport transportation	50.00

STEVE WISE MOTOCROSS SCHOOL



Steve Wise was a long-time National competitor, both as a privateer and factory rider. Steve is one of only three privateers to have ever won a National. Steve also became a successful roadracer after retiring from motocross. He now conducts one- and two-day classes, as well as private classes, at tracks throughout the Texas area. Steve teaches fundamental riding technique, and gears his instruction to the rider's skill level.

For more information contact Steve Wise Motocross School, P.O. Box 3929, McAllen, TX 78502; (512)687-8986.

RATES

2-day class	$100.00
1-day class	55.00
Private instruction	per hour 35.00

DONNIE HANSEN MOTOCROSS ACADEMY



Donnie Hansen won the 1982 250 National and 250 Supercross championships as a member of Team Honda. Donnie now shares that championship talent in his motocross academies held at Goodtimes Motocross Park in San Antonio, Texas. Donnie offers three- and four-day camps, as well as private instruction. On occasion Donnie travels to other tracks and offers one- and two-day schools.

Students who attend the camps stay at Donnie's house. Room, board and instruction are included in the price. A bike and gas are not. Class size is limited, and instruction is geared to the rider's specific needs.

For more information contact Donnie Hansen Motocross Academy, 1418 Plumeria Rd., San Antonio, TX 78232; (512)494-6019.

RATES

4-day camp	$399.00
3-day camp	299.00
2-day school	100.00
1-day school	55.00
Private instruction	Individual prices

MARTY SMITH MOTOCROSS CLINIC



Three-time National Champ Marty Smith raced professionally for over ten years and has been teaching schools since his retirement. Marty is still an active competitor in the Vet Pro class and knows all the current hot techniques, as well as the established basics. Marty conducts one-day clinics at either Barona Oaks or Carlsbad Raceway, both near San Diego, California. Marty stresses the aggressive tactics needed to win, and hammers home the basic fundamentals through extensive riding drill work.

For more information contact Marty Smith Motocross Clinic, 4363 Temecula St., San Diego, CA 91207; (619)222-9910.

RATES

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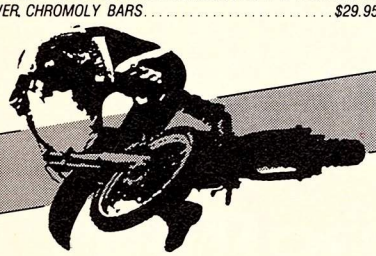
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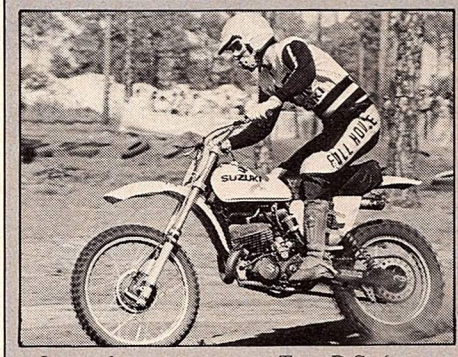
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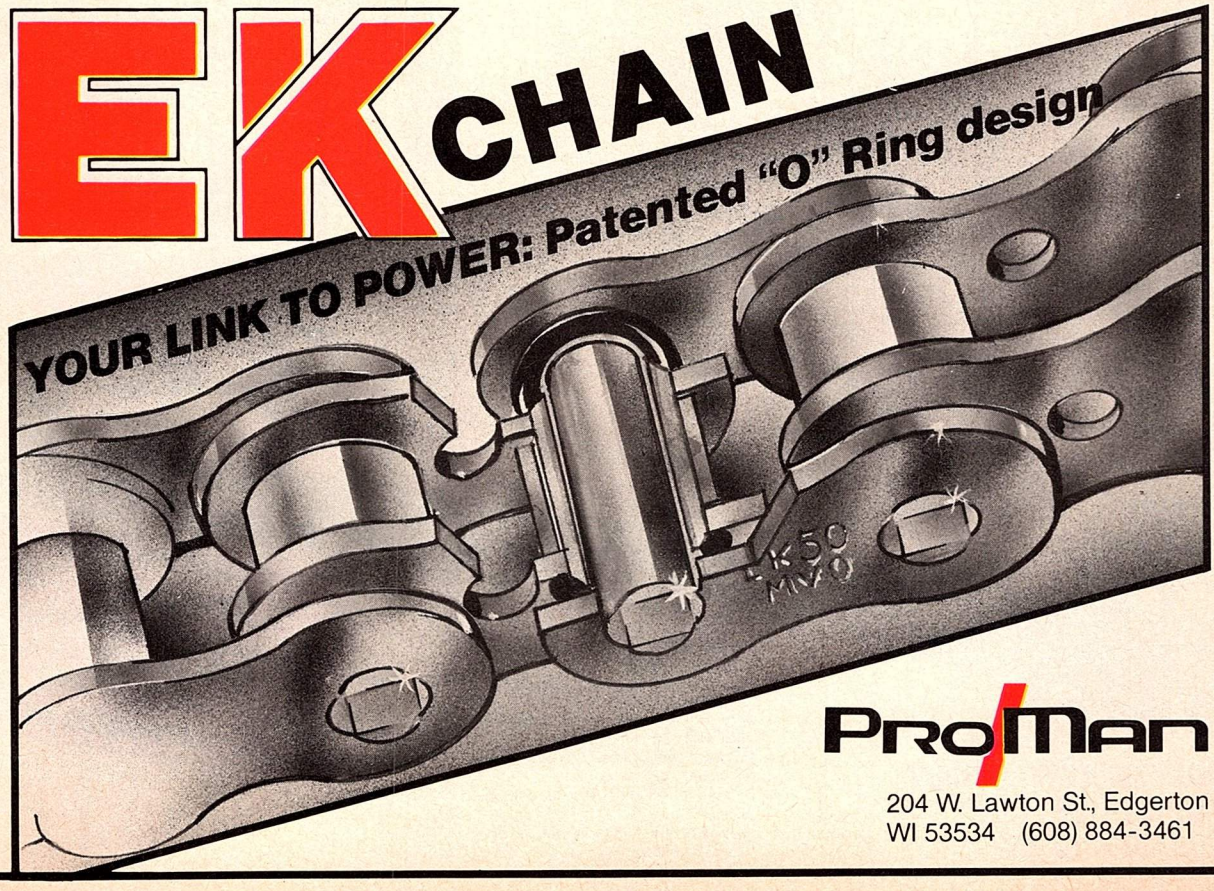
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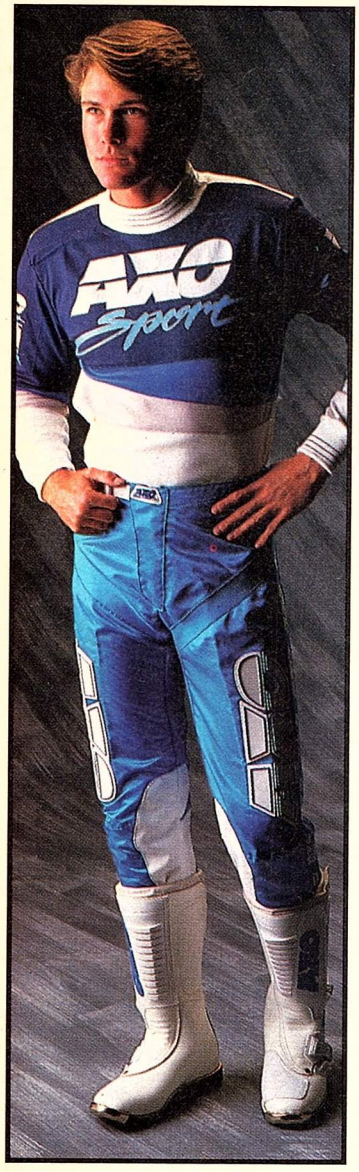
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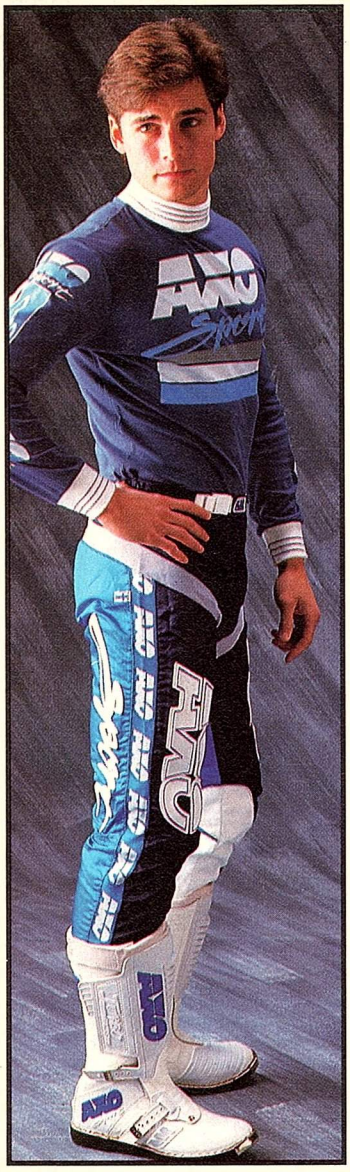
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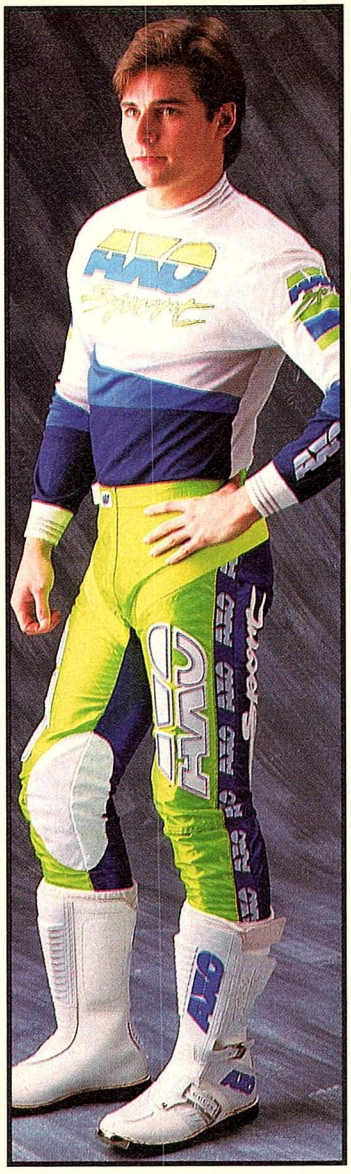


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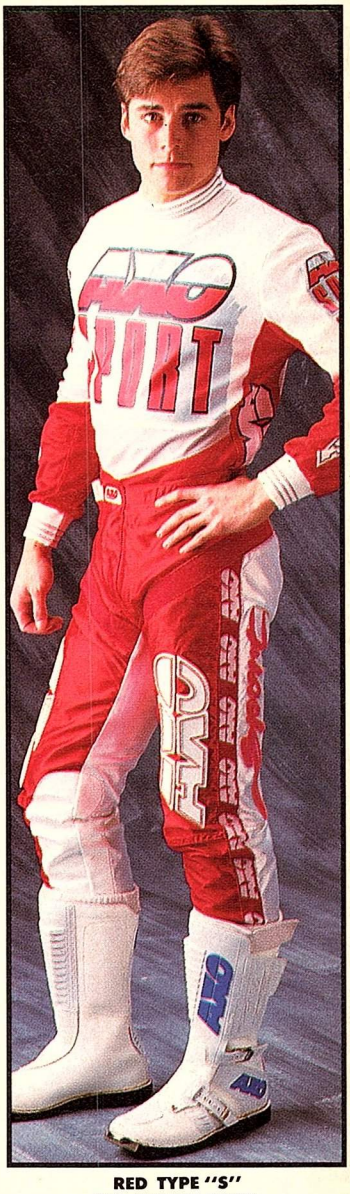
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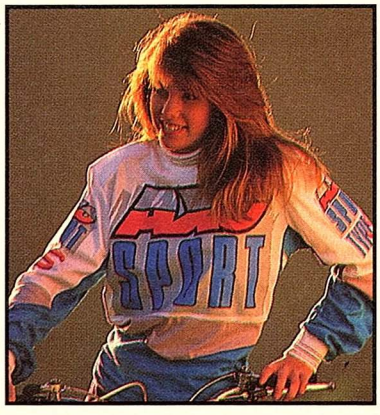


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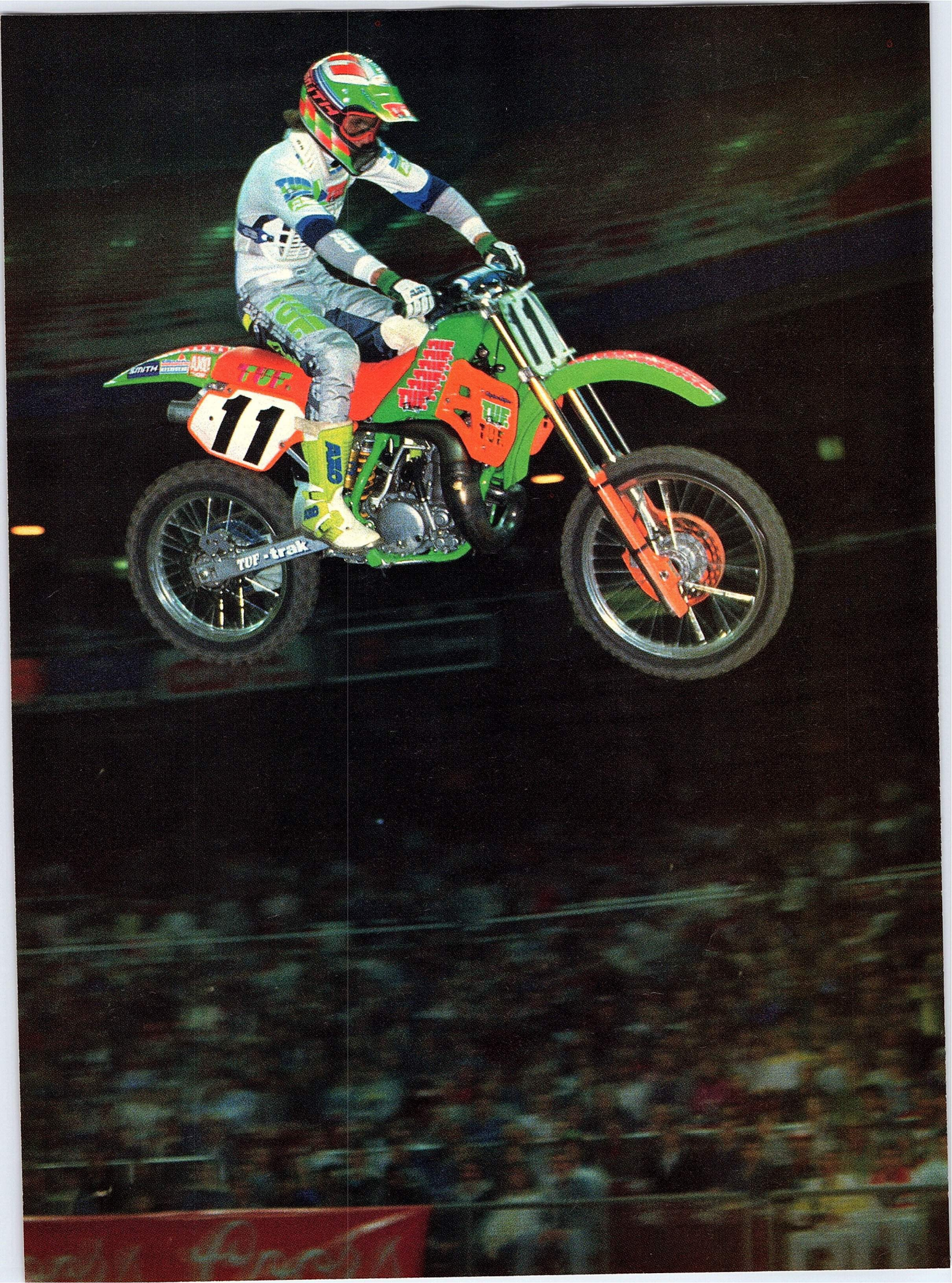
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11
TUF-trak

CHASING CHAMPIONSHIP GLORY

THE RESURGENCE OF THE PRIVATEER TEAM

Fighting the factories for the National Championship

In the middle-to-late '70s, the National motocross circuit abounded with teams of fast riders wearing colorful clothes and riding on very trick bikes. They were riders with names like Smith, Hannah, Glover, Barnett and Ward. Yet the bikes they rode were not factory works bikes, and the teams they rode for were not the big-buck factory teams. They were all privateers riding for teams funded by aftermarket companies.

Aftermarket companies such as FMF, DG, LOP, PDQ, T&M and Fox went racing on the National circuit to develop and test new products and modifications and to gain visibility in the racing communities across the United States. The privateer team RMs, YZs and Elsinores were the dream bikes of the young racing public, their riders forever looking for a bolt-on or motor mod that would give them the winning edge. Package racers became the rage as team members from the various shops gained success at the Nationals. Business boomed, the teams flourished, and then . . . they disappeared.

Economics played a large part in the demise of the privateer teams. The boom years of the late '70s gave way to the lean years of the early '80s. Team Tamm made a bang when it debuted in 1983. It was a great concept that was much too far-reaching in its scope and soon fell victim to financial realities. Now we are once again seeing the resurgence of the privateer team,

◄ For the glory: Fielding a privateer team, even if is only one rider, is an expensive proposition. For Tuf Racing and Keith Bowen the venture is an investment in the future. Success this year could mean outside sponsorship, and an increase in earnings next year.

Brad Nordlof



Privateer iron: The total Tuf package KX125 is an impressive bike that can do damage on the National circuit. In the hands of Keith Bowen or any capable privateer, this bike can win.

but on a scaled-down level. The "teams" are now single riders riding under the banner of one or more sponsors. Unlike their predecessors they do not always travel in company box vans, but often in their own trucks, which are emblazoned with their sponsors' logos. Riders such as Larry Brooks for Pro Circuit, Ray Sommo for FMF, and Jeff Glass for Surf Detergent gain exposure for their sponsors, and their reward is that some of their expenses and product needs are covered. It often means the difference between eating and not eating.

Although these efforts cannot be characterized as full-on privateer teams, there is one that can. That is the effort of Tuf Racing from Illinois. Tuf has contracted the services of former factory Yamaha rider Keith Bowen to race the full 125 National and 250 Supercross series on its bike under the Tuf Racing banner. In essence, the Tuf deal is a full-factory ride minus the big-money salary. The Tuf ride is privateering at its best, and it entails the following:

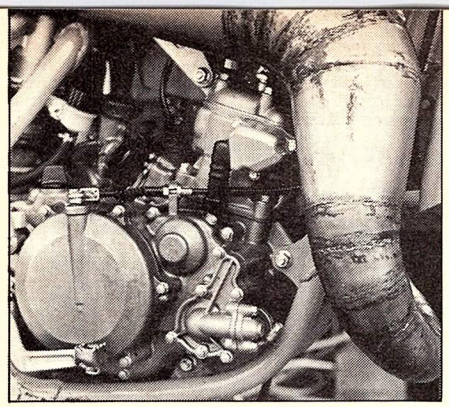
Rider	Bonuses
Mechanic	Salary
Bikes	125s & 250s
Parts	Unlimited
Box van	Fully stocked
Travel Expenses	Rider & mechanic
Total expense . . . $75,000 to $100,000	

INSIDE THE TUF KAWASAKI
KEITH BOWEN'S TUF KX125

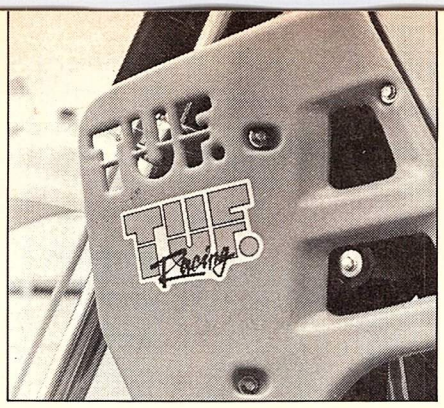
- *RIDER:* Keith Bowen

NATIONAL NUMBER: 11
BIKE: Tuf Racing KX125
MOTOR: Tuf
PIPE: Tuf
CARB: Modified stock
JETTING:
MAIN: 152
PILOT: 68
SLIDE: Stock
NEEDLE: Stock
AIR SCREW: Two turns out
SUSPENSION:
FRONT: Tuf modified with adjustable rebound
REAR: Ohlins factory setup
TIRES: Dunlop
FRONT: 490
REAR: 695
GAS: VP c12 with Silkolene Oil
GRIPS: Stock
SEAT: Tuf cover with stiffer foam
MISCELLANEOUS: Tuf floating rear brake, braided steel brake lines, Tuf-modified clutch, modified shift drum for easier shifting, EBC brake pads, modified gearing 13-to-47 instead of 13-to-48, orange Maier plastic. •

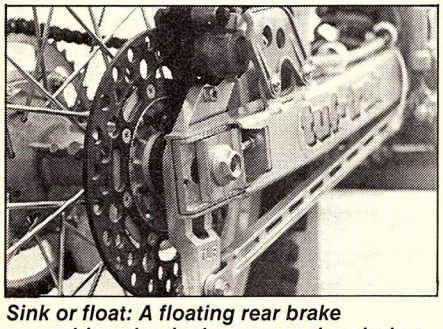
PRIVATEER



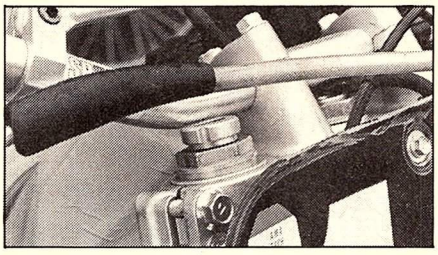
Tuf ponies: The Kawasaki powerplant is ported to Tuf specs and mated to a Tuf cone pipe to increase top end. A Tuf clutch kit and beefed-up clutch basket rectify the drive problems some KXs have experienced.



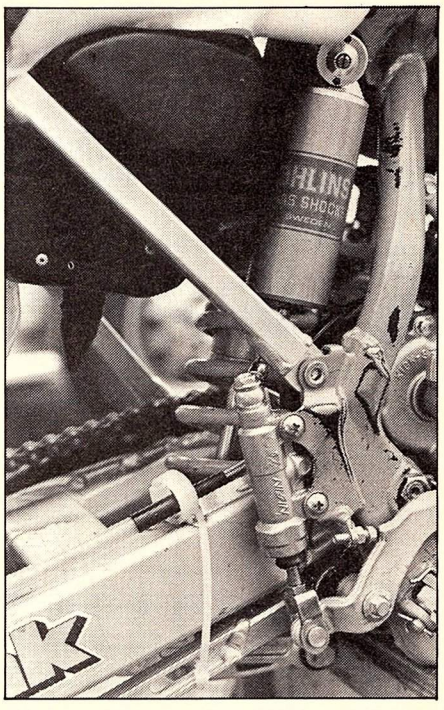
It's how you look: Keith Bowen's Tuf KX125 is an eye-catching and distinctive bike. His scoot sports orange fenders and side panels, and either a gray or orange radiator shroud. The shroud is beefier than stock and features a cut-out Tuf logo.



Sink or float: A floating rear brake assembly unloads the suspension during braking, eliminating the annoying braking bump-hop. The unit also allows for dragging the brake without tracking problems. EBC brake pads increase stopping power on the KX puckers.



Up front: Suspender duties on the front end are handled by specially modified forks. Internally, the damping has been modified by machining to the cartridge rods. Outside, the fork caps double as rebound adjustment knobs. Answer Alumilite bars help with the turning chores, and a braided steel brake line adds a firm feel to braking.



Stig's baby: An Ohlins shock soaks up the National-caliber bumps Keith encounters each Sunday. The shock was personally set up by Ohlins shock specialist Stig Pettersson, who drove his box van cross-country from California.

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Mark Cook, Cycle Guide October 1985

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People constantly ask National Motocross Champion Rick Johnson for riding tips. Here he shares some guidelines all riders can learn from.

On The Rights of Others:

"I hate loud bikes, and I've been racing motorcycles for years. How do you think someone who doesn't ride feels about them? Only squids modify their bikes' silencers. And riding on private land without permission is even more irresponsible. It's already tough to find good places to ride; loud machines and thoughtless riders make it tougher. Less sound means more ground."

On Riding Responsibly:

"Drinking and riding or using drugs and riding is crazy, no matter how good you think you are. Serious riders can't afford to take chances like that. Nobody can."

On Concern for The Environment:

"Where you ride is as important as how you ride or what you ride. That doesn't just mean riding in an approved area, it means staying on established trails. If I miss a turn on the track, I might lose a race. When a rider cuts the course anywhere else, erosion makes us all losers."

On Safety Equipment:

"The best piece of safety equipment isn't something you buy, it's what you put inside your helmet—your head. Use it, and ride smart. You don't have to wear the most stylish motocross gear to be safe, but I never ride without at least a good helmet, eye protection, long pants, a long-sleeved jersey, and boots and gloves."

Rick Johnson is a winner on and off the track. And winners ride safely. For more information on riding classes, call the Motorcycle Safety Foundation toll free at 1-800-447-4700.

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"The rules of the road don't end with the pavement."

—Rick Johnson

GOING AFTER THE NATIONAL CHAMPIONSHIP

TUF RACING'S DAVE ANTOLAK

• Dave Antolak is the owner of Tuf Racing and the backer of Keith Bowen's campaign for the 125 National Championship. The *MXA* wrecking crew caught up with Dave at the Gainesville National, where he was overseeing the preparations for the first race of the outdoor season. We queried Dave about his reasons for fielding a privateer team against the factories.

MXA: *What made you decide to hit the Nationals with a privateer team?*

Dave: Well, this is not the first time we have done this. Previously, we backed Alan King in the 500 Nationals, and he was top privateer that year. We also backed him last year, but injuries early in the season set him back.

I guess the main reason we do it is because we love racing. It is also good visibility for the company. I don't think we would have done it on as big a scale, though, if a rider of Keith's abilities weren't available. To even stand a chance of finishing in the top ten you need a very talented rider. If you can't consistently finish in the top, it isn't worth the trouble.



Man with a mission: Tuf Racing chief Dave Antolak hopes to put his bike and rider in the winner's circle. The stakes are high, but success can translate into big dollars in aftermarket product sales.

MXA: *How were you able to get Keith?*

Dave: We were very lucky. Yamaha made Keith an offer, but it was a performance-incentive-type deal. He had to get top-five finishes or the deal was off. Keith felt that was not an atmosphere conducive to good results. We were able to offer him a factory ride without a salary but with good bonuses. We also thought we would be able to provide him with outside sponsors, but those fell through.

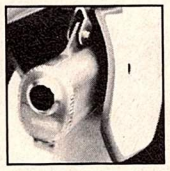
MXA: *What happen... what were the trouble... with Kawasaki?*

Dave: One of the major ... countered was in trying to p... package to outside sponsors. ... ficult to talk to someone and as... money when major things, such... schedules, aren't set. You can't as... money when you can't tell them w... are going to be. Hopefully, if all wo... this year, we will be able to put toget... something for next year.

The trouble we ran into with Kawasa... concerned bikes. We originally thought ... would be able to get bikes and parts in a ... support deal. But they came back and sai... it wasn't in the budget. We later heard that ... several riders received support deals, and ... some were not Team Green riders. I think ... they were afraid that Keith would beat their ... riders, and they didn't want to help him do ... that.

MXA: *Is that why you are running the orange plastic, as sort of a protest? We heard you have run into problems with that, as well.*

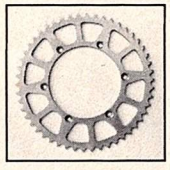
Dave: No. Contrary to rumor, we are not running the orange plastic as a protest. We originally decided to run the plastic because Maier Plastic was making our radiator scoops orange, and they also made some orange fenders. We thought it would



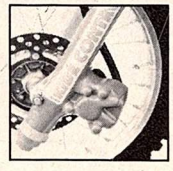
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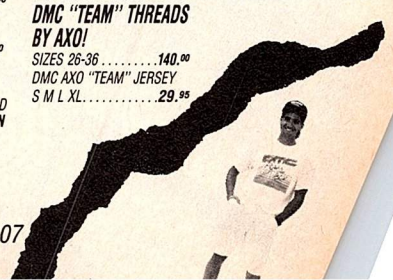
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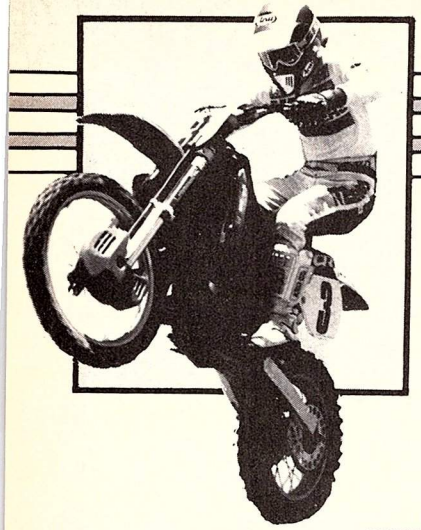
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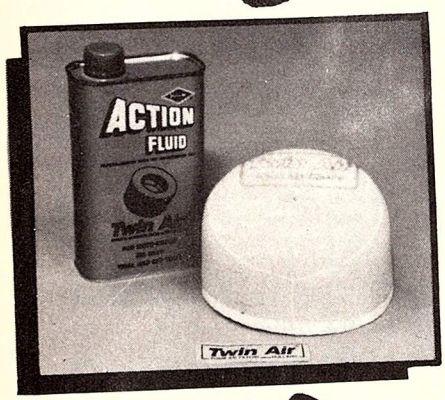


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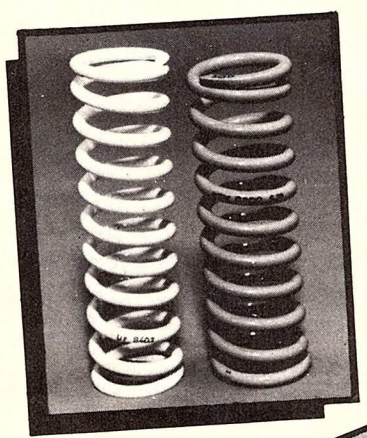


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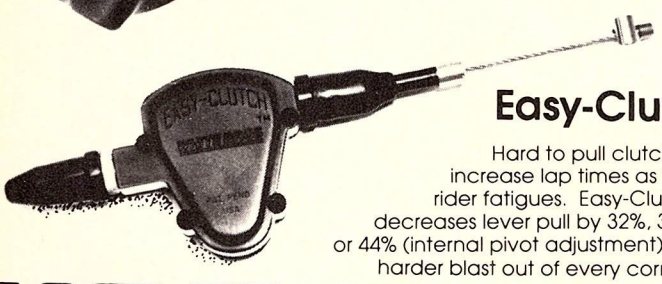
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be a good way to draw attention to Keith and Tuf Racing. Otherwise, we just look like everyone else out on the track riding Kawasakis. So the orange plastic was used for visibility and not as a protest.

The next set of troubles with Kawasaki came after they found out we were running orange plastic. They changed the contingency contract with the AMA so that it read that money would be paid only to riders on completely green bikes. It is a stupid rule. What if Coors Beer decided they were going to have a team, and wanted its bikes silver? This is just going to prevent outside sponsors from getting involved. It is not good for the sport.

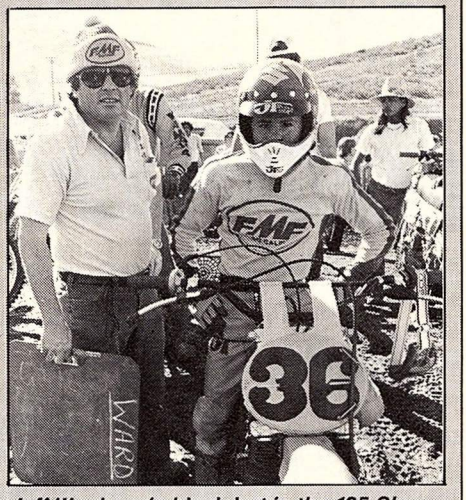
MXA: *What will it cost you to do the full 125 National and 250 Supercross series?*

Dave: I don't know. I leave that to my accountant. If I knew what it cost, I wouldn't do it! •

PRIVATEER

THE FATHER OF THE PRIVATEER TEAM

DONNIE EMLER REMEMBERS



Jeff Ward made his debut in the 125 Class aboard an FMF Suzuki. Jeff traveled the country seeking fame and glory under the FMF banner.

• Donnie Emler is the father of the hop-up industry, and the first to sponsor a rider on the National circuit. Donnie started FMF way back in 1973 and helped make Marty Smith and his Monark 125 competitive. The *MXA* wrecking crew cornered Donnie just long enough to get him to talk about the days of the all-powerful FMF team.

MXA: *Donnie, at one time you had an enormous team racing the Nationals. Tell us about it.*

Donnie: We had half a dozen riders fully sponsored and racing the Nationals. That was in 1978. It really made FMF known across the country as the top hop-up shop.

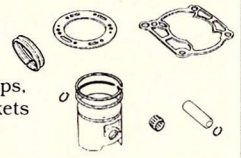
MXA: *Did it help sales?*

Donnie: Yes, that year we sold an awful

WENDT RACING

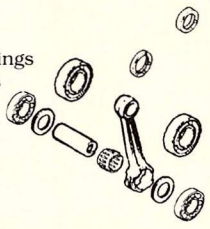
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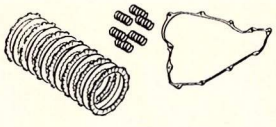
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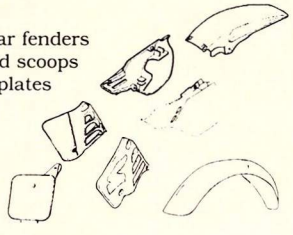
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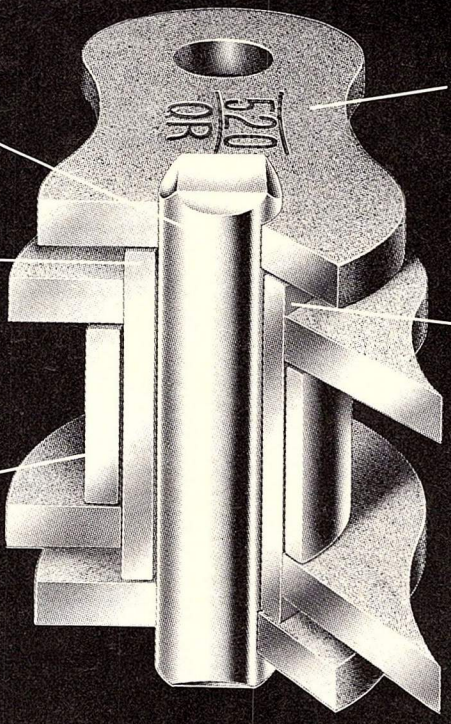
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lot of Suzuki RM125 package racers, and an awful lot of hop-up parts. Unfortunately, we spent a lot of money doing it. In fact, I think it is one of the reasons I went out of business for a while.

MXA: *What did it involve?*

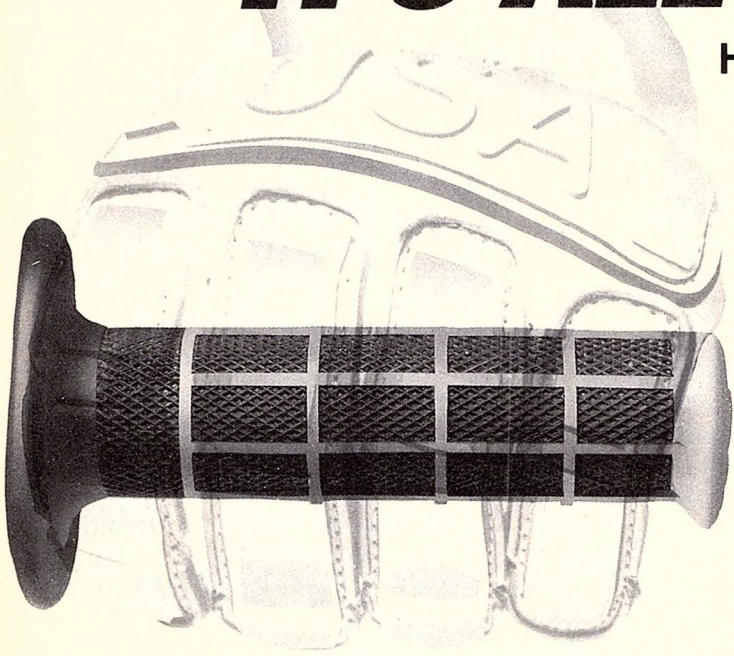
Donnie: We worked out a deal with U.S. Suzuki for 36 free bikes and the necessary parts. We put the riders into box vans, two to a van with one mechanic for the two riders. We had FMF clothing by JT, Full House boots and Bell helmets. The company paid for all gas, meals and hotels. It was a nightmare; the riders and mechanics didn't get along traveling all those miles together. I guess you live and learn.

MXA: *Do you foresee FMF making a large-scale attack at the Nationals in the future?*

Donnie: Yes, I'm working right now on plans for 1989. We plan to do it full-on, with two or three riders, box vans, mechanics . . . the works. Right now we will start small with support for our sponsored riders. I'll have a guy at the Amateur Nationals to help our riders with technical support, and he'll be at a few of the professional Nationals, as well. Next year will be the full attack, and I hope to use some connections to bring in outside sponsors. I think that a rebirth of the privateer teams will be good for the sport; it could give hope to a lot of riders. □

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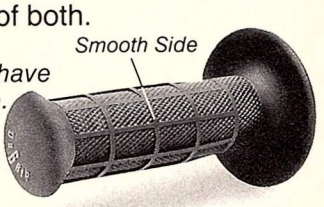
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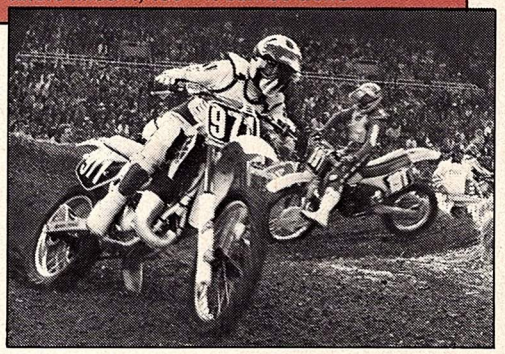
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SEATTLE SUPERCROSS

INSIDE JEFF WARD'S MIND



◄ *Make it competitive: The Seattle Supercross track was one of the few that lent itself to good racing. The riders favored the wide, challenging design without the death-defying obstacles, and the spectators liked it, too—it can be done.*



Hometown hero: Yamaha support rider Larry Ward had his own cheering section from the local high school as he fought for the lead in the highly competitive 125 Class. Larry finished fifth and third in the two days of racing.

By Jeff Ward

☐ I kept having the same sort of dream for the entire week after the season opener at Houston, Texas, until the first of two nights of racing at Seattle, Washington. In the dream I was always still putting on my last boot as the race was about to start. Suddenly, the gate would drop and I would just rush out onto the track with only one boot on—it was really weird. I don't know if winning at the Astrodome caused it or because I knew how important it was to do well at the double-header in Seattle, but it was a really aggravating dream!

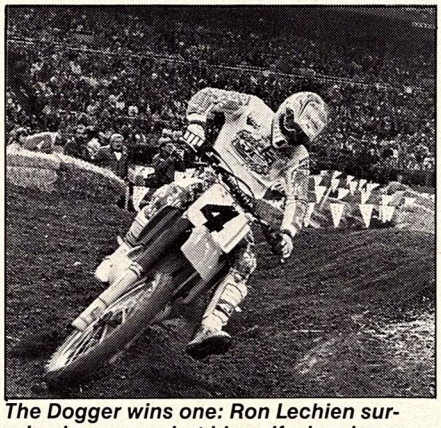
THE DAY BEFORE THE RACE

Seattle is famous for the ruts on the track—they really get deep. They weren't too bad in practice, but they built up on some of the bigger jumps which made it really tricky to keep up speed to practice doubling. I actually liked the ruts, so they were no problem for me. I just wanted to be sure that I got enough practice on them.

After practice, my teammate Jeff Matasievich and I went to the mall to buy some Valentine's Day cards. There's not a lot to do in Seattle, because it's always cold and raining, and I wanted to be sure I was healthy for the race. That night Kawasaki had a victory party for my win at Houston. We've been doing that for the last three years and that night we were also celebrating Matasievich's win in the 125 Class at Houston. The dinner is a good way to relax and also get pumped up for the next day's race.

SATURDAY NIGHT: ALMOST HAD IT WON

I got to the track really anticipating the night's race. I wasn't nervous, I just wanted to go out there and win. After doing all my warm-up exercises, I went out and won my heat race. The ruts were bad, but I still put in a good qualifying time. I spent the rest of the night thinking about lines and where to pass. Micky Dymond and Ron Lechien were both riding well.

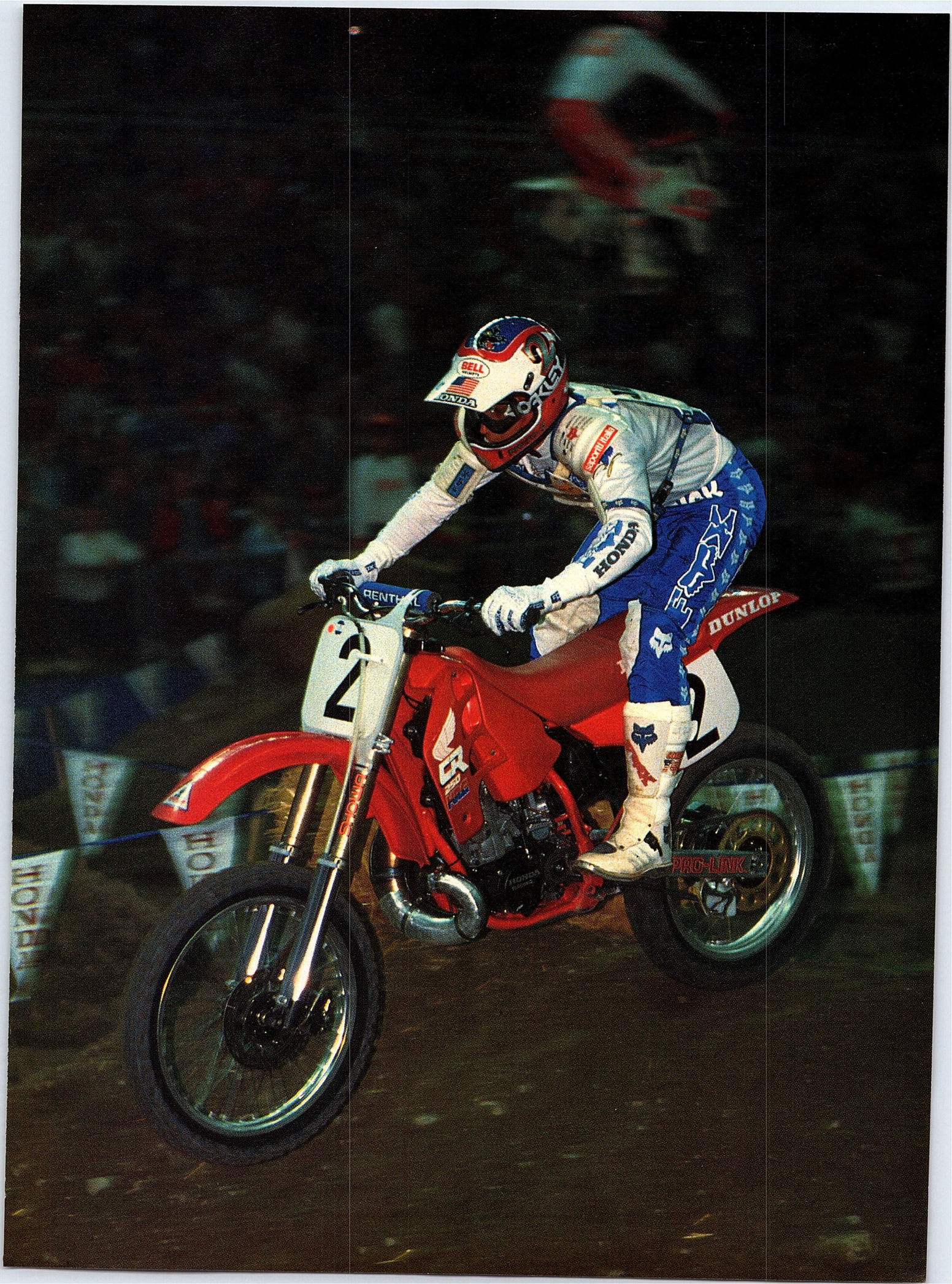


The Dogger wins one: Ron Lechien surprised everyone but himself when he ran away from the pack on Sunday. Ronnie is still the smoothest rider on the track, and it was hard to tell whether he was leading the race or cruising in last—his speed is deceptive.

I had been getting good starts lately, so I was confident that I could in the Main, and I did. I got out in front right away and was riding smoothly. Kawasaki's Team Manager Roy Turner was telling me on the radio that Johnson was the only rider jumping the triples. I knew that he couldn't pass me on them and that both the ruts and the lappers would keep him from making the jump within a few more laps, so I just rode at a steady pace. I was certain I could win, but as I was coming out from under the bridge, I hit a rock and my front end washed out. I was standing on the pegs at the moment, so I was helpless to do anything. I was pretty frustrated when Rick and Lechien went by.

I tried to catch up to Ronnie, but the ruts were bad and I ran out of time. After the

It's going to be tough: Rick Johnson wants the Supercross title he lost to Ward last year, but he's definitely going to have to battle for it. Ricky was down on speed at Seattle and managed to win on the first night, only after Ward crashed. ►


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Dave Porter

Attack mode: Reigning Supercross Champion Jeff Ward has a new attitude for '88 that can only be called aggressive! Jeff had the first night of racing in the bag until a rock took him out. After finishing second to Lechien on Sunday, Jeff was tied for the series lead with Rick Johnson.



First-turn blues: Yamaha's Micky Dymond has everything it takes to win—except luck in getting through the first turn with the leaders. The time Micky spends catching up to the leaders, he could spend running away from them.

race Ronnie and I took off back to the hotel to get something to eat. We walked in with our boots and riding pants on. We were hungry and wanted to get to bed so we didn't bother changing at the stadium. When I got to my room, my mind just kept going over the crash and thinking of different lines I could have taken. I watched some *Saturday Night Live,* and then went to sleep.

SUNDAY AFTERNOON: LET'S TRY IT AGAIN

Room service was crucial for breakfast, so we could get to the track for morning practice. Since I was in the first practice session, I put all my gear on in the room, but it was delayed, so I got undressed and went to get some lunch. I felt good, and luckily not sore from the night before. When the 30-minute practice finally started, I stayed out for the whole time to try as many different things as possible. I think I got about 28 laps in.

As I was sitting on line from my qualifier I saw Ronnie jumping triples, so I started thinking about ways to get over them myself. I started lining things up and testing the jump in the first three laps and then made it easy on the fourth lap. The next time around I came up short—the impact was incredible. I hit my head on the tank and fell off the side of the bike without letting go of the bars. Finally, I tackled the bike and got back up in third. I started charging and repassed George Holland for second and finally Erik Kehoe for the lead. In the last turn a lapper got in my way and I yelled at him to move over. I was trying to pass him on the right, but he looked to his left at Kehoe and moved over on me even more. I couldn't believe it! So Kehoe won and I was really mad.

Just before the Main, I watched a video of my qualifier and Rick Johnson's. It really helps me to watch myself ride. I went to the starting line and lined up next to Broc Glover. If I don't get a good number on the gate, I always try to line up next to someone who's known for good starts. I got the holeshot, but Lechien passed me over the doubles when I hit a rut. Ronnie was going good, so I dropped in behind and followed him. Within four laps the third-place rider was already ten to 15 seconds behind, and Johnson was back in the pack somewhere. Ronnie and I were riding relaxed, since we both trusted each other, and eventually he got away from me. Johnson couldn't catch up to us, probably due to the ruts. The harder you try on a track with bad ruts, the slower you end up going. Ronnie just cruised through them and pulled away. I was really happy for Ronnie, because he deserved the win.

THE AFTERMATH

Seattle is important because a lot of points are up for grabs in just two days of racing. I'm tied for the points lead now and can only hope for the best by year's end. I never try to think too far ahead with racing. It's better to take each race as it comes and just do the best you can at that race. I was happy with my performance at Seattle this year. Even though I lost a race I should've won, that's racing, and more important is the fact that I came away from the double-header healthy. It's going to be a long season, but I plan on keeping my number one plate for next year! □

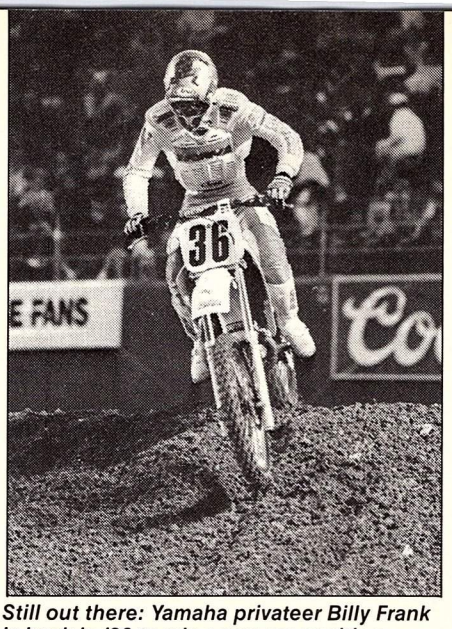
RESULTS: SEATTLE SUPERCROSS

SATURDAY

1.	Rick Johnson	Hon
2.	Ron Lechien	Kaw
3.	Jeff Ward	Kaw
4.	Erik Kehoe	Suz
5.	Micky Dymond	Yam
6.	Jeff Stanton	Yam
7.	Broc Glover	Yam
8.	Mike Healey	Cag
9.	George Holland	Hon
10.	Billy Frank	Yam

SUNDAY

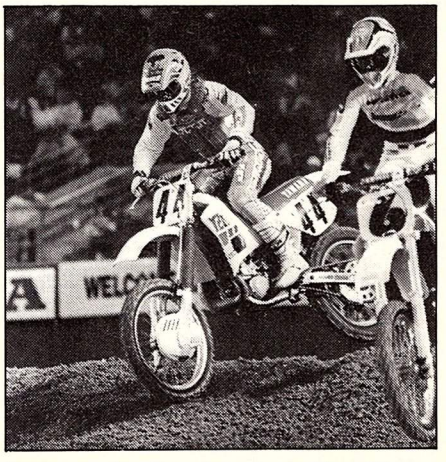
1.	Ron Lechien	Kaw
2.	Jeff Ward	Kaw
3.	Rick Johnson	Hon
4.	Micky Dymond	Yam
5.	George Holland	Hon
6.	Broc Glover	Yam
7.	Jeff Leisk	Hon
8.	Todd Dehoop	Suz
9.	Ross Pederson	Suz
10.	Keith Bowen	Kaw



Still out there: Yamaha privateer Billy Frank is back in '88 to win some recognition from the factory, and his tenth overall on Saturday helped. Billy has a strange sponsorship with AXO/Sinsalo in which he wears one brand in one moto, then switches clothes for the next.

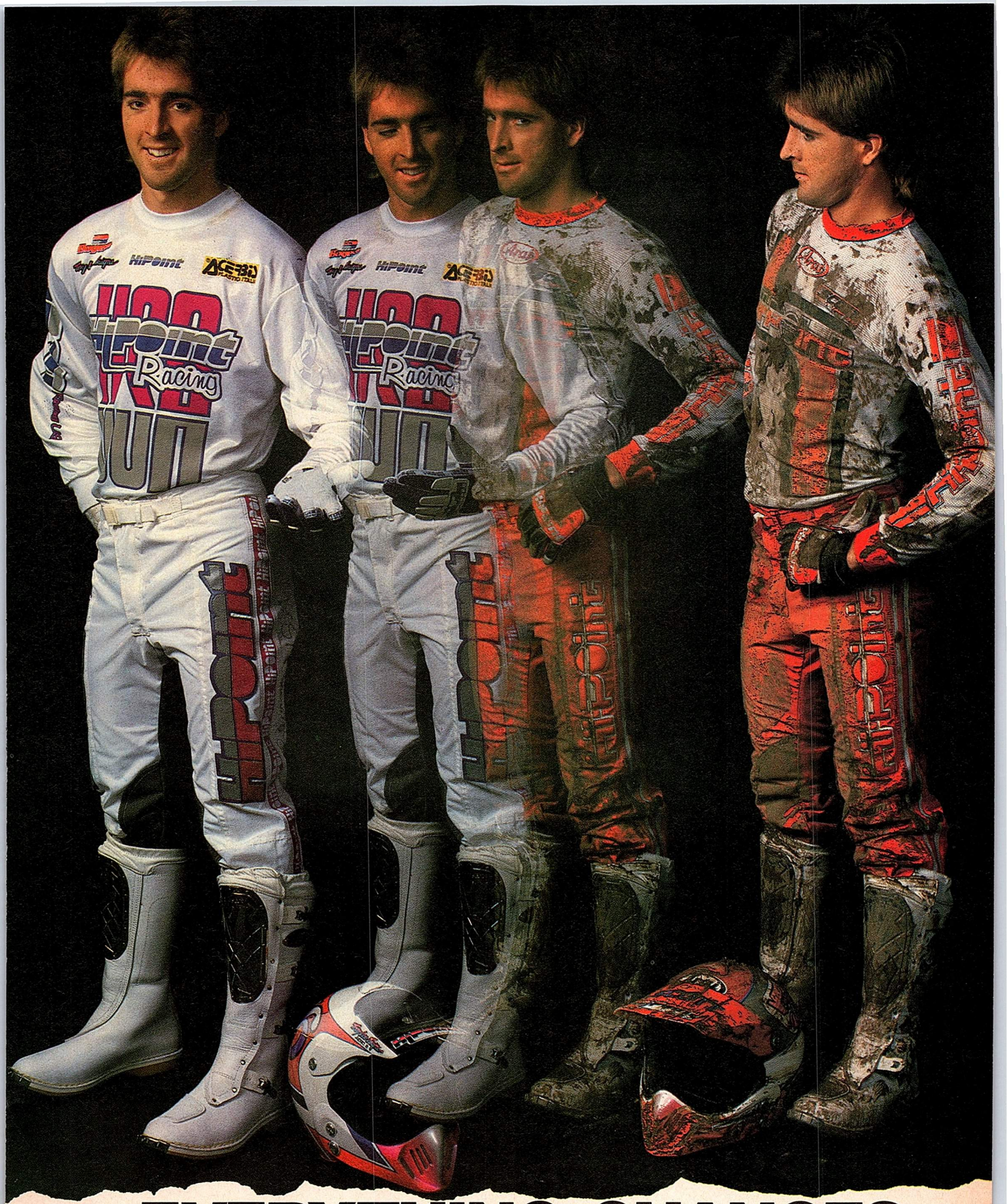


King of the class: Team Kawasaki's Jeff Matasievich easily won both nights of 125 racing in Seattle. Jeff's laidback attitude off the track is a stark contrast to his relentless determination to win on the track. Teammate Jeff Ward thinks he'll be the next star.



Dave Porter

Never say die: Yamaha veteran Broc Glover (44) refuses to be forgotten about despite the competition from his heir apparent Micky Dymond (6). At Seattle, a fearless Glover was making spectacular jumps along with Ward and Johnson. He finished seventh and sixth.

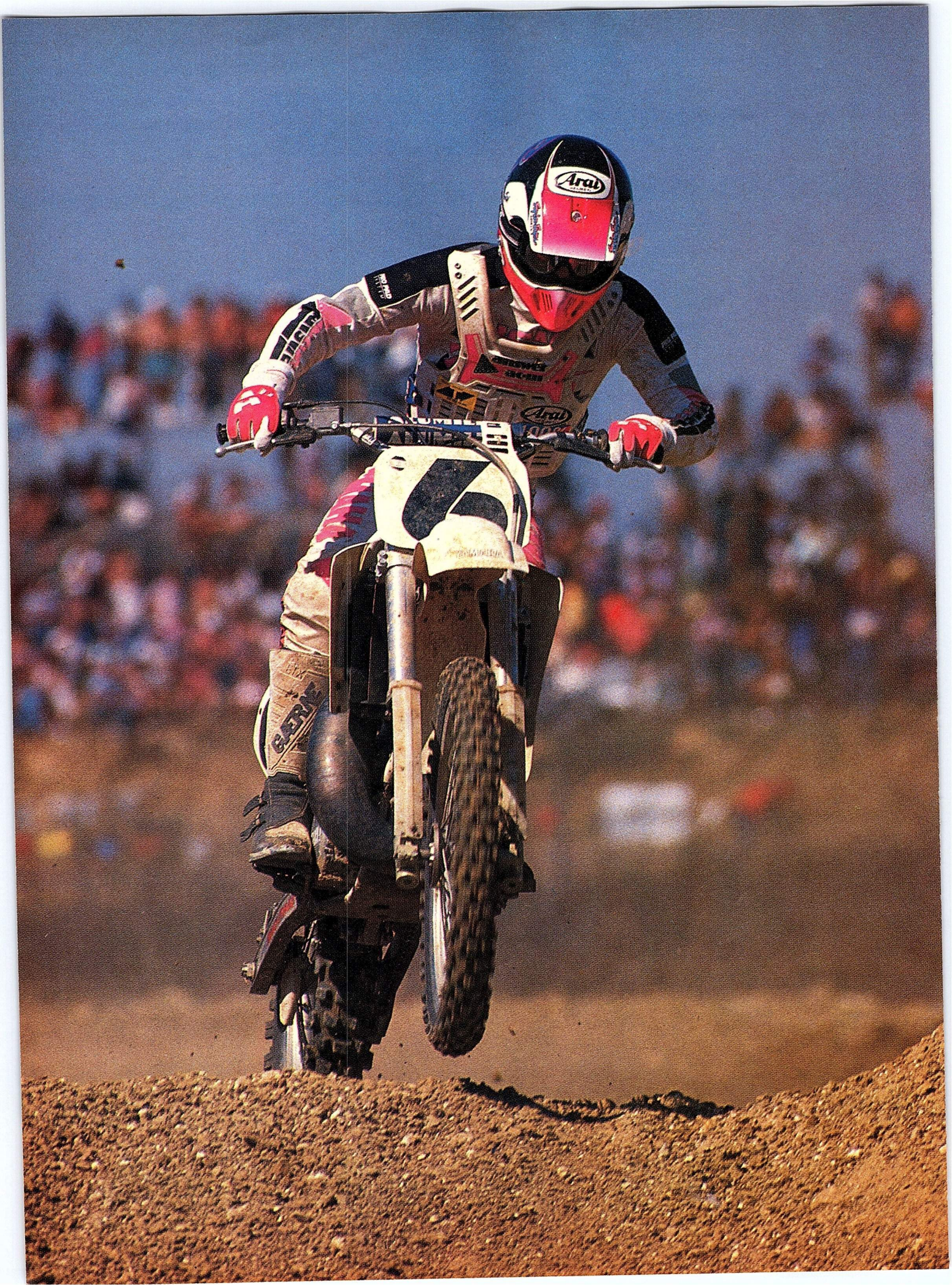


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DOGFIGHT IN THE ROCK QUARRY

In motocross nothing is cast in stone

By Todd Smith

☐ Each new year brings with it a new motocross season that starts the first weekend of January with the Golden State and Florida Winter series. By the end of the month it is time for the start of the Supercross series. Yet for the diehard motocross fan the *new* season does not begin until the riders go to Florida for the first outdoor National of the year.

The opening National in Gainesville, Florida, is to motocross fans what Christmas is to children, full of wonderment and expectation. A trip through the Gatorback campground quickly revealed that wonderment and expectation as campers discussed who they thought would come out victorious after the day's racing.

"You know RJ is going to win," said one. "No way, Wardy is gonna blow him away," said another. A third chimed in with "I wouldn't count out Lechien or Dymond." "Well, what about the 125 Class?" added yet another, and the whole process started over. This was the preliminary to the first National of the year. Let's take a look at the outcome.

◄ Mr. Happy: Micky Dymond rode a stellar ride in the first 250 moto, running down Ron Lechien to take third. In the second a poor start quickly put him out of the running. Says Mick, "One of these days I'm going to win one of these things. Actually, I should just do it, and then I could talk about what it was like to do it."

Rookies and vets: While Kehoe and Holland waged their battle for first, rookie Jeff Matiasevich (201), soph Ronnie Tichenor (23), and vet Keith Bowen (11) dueled for fifth. Matiasevich held off his more experienced attackers to take the position. Look for him to do damage in the 125 Class in the near future. ►

And they're off: The 1988 outdoor season got off to a good start with a typical fine start by Rick Ryan (10). Strangely, Ryan rode the 125s despite the fact that he is to soon contest the 250 GPs in Europe. He had a bad ride, fading from the holeshot to 17th in the first moto. ▼



Athie Sanders



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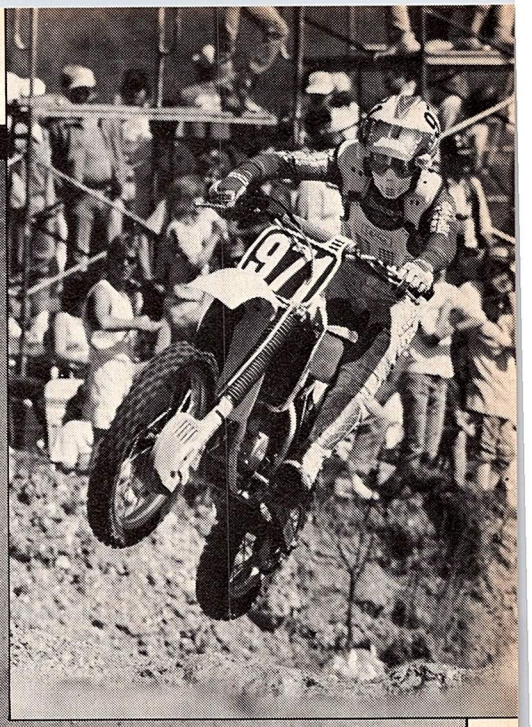
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GAINESVILLE



New breed: Gainesville marked the debut of several riders with big potential. Larry Ward (971), Mike LaRocco, Mike Kiedrowski and Jeff Matiasevich are all built like college football defensive backs, and just as aggressive. All four placed in the 125 top ten, ahead of many national vets. ►

Mid-pack blues: The Gatorback circuit was fast, and on the starts, a bit dusty. For many but the top riders, where you started was where you finished. This is the reality of racing a National. Unlike a local race, nearly everyone is at race speed by the third turn. Many good riders get dropped on the first half of a lap!

GAINESVILLE

COMING OUT ON TOP

ERIK KEHOE'S STORY

• "I flew in to Florida early on Wednesday to test the bike for the race on Sunday. We worked with Mitch Payton from Pro Circuit testing pipe and cylinder combinations. Things felt really good with the bike, and I was very happy. The '88 RM125 is so much improved over the '87, I felt much more confident in the bike than I did last year. I rode several times during the week, and I knew I was ready for the race on Sunday."

WARMING UP

"Practice on Sunday went really well, and again I felt very confident in the bike. I was able to push it very hard, and when you can do that you are capable of doing more things. When you know what the bike can do, it just makes such a big difference in your outlook on how well you can do!"

ON THE LINE

"On the line I felt good and knew I could win. I knew George Holland would be a very big threat. I've raced against him for a long time, so I knew what he was capable of doing, and I knew he had a good bike, as well. Other riders I felt I would have to beat were Donny Schmit and Larry Brooks, and I felt Rick Ryan could also be trouble."

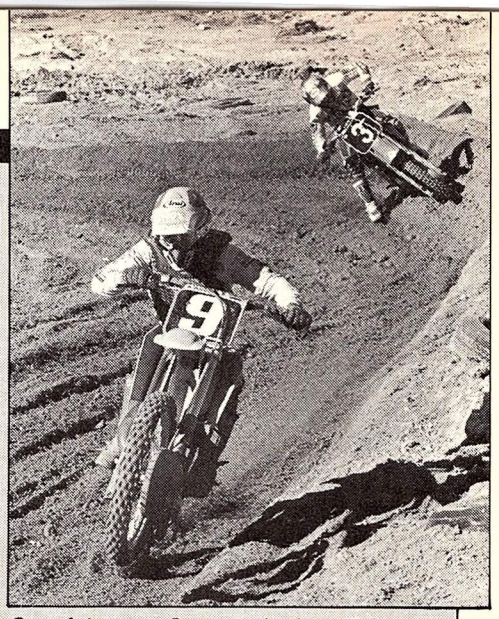
THE FIRST MOTO

"I got a fourth-place start behind Ryan, Holland and Schmit. By the end of the second lap I was in second behind George, and we started to pull away from the pack. I closed in on him on the next lap and was able to pass him in front of the grandstand area. He stuck with me and then passed me when I made a mistake in the sand.

"I retook the lead on the next lap, which was about midway into the moto. I was unable to get more than a two-second lead on George for the rest of the race. On the last lap I opened it up a bit on him and thought I had a comfortable distance as we dropped into the pit. Again, I thought I had about a two-second lead going into the last turn. I took the line I had been using the whole moto, but out of nowhere George jammed in underneath and made the pass. I got bumped right over the berm. It was a clean pass, I had left the door open for him. He roosted up the hill and took the checkered."

MOTO NUMBER TWO

"As I sat on the line, I knew what had to be done. I knew I had to win, and that is what I planned to do. Again, George got a good jump and was soon in the lead. I made a few quick passes and fell in behind him for second. I closed up the gap. After a few laps I was able to pass him in the same area as the first moto. I was determined not to give up the lead this time, and I didn't. Through the whole moto George was within striking distance; I knew one mistake would give him the chance he needed. I just rode my own race and did what I had to do and I won. I'm really pumped, this is a great way to start the year!" •



Out of the way: Once again the 125 Class looks to be the most exciting. George Holland (3) and Erik Kehoe (9) put on a spectacular display of racing, staying this close throughout both motos. They split moto wins, with Kehoe taking the overall.

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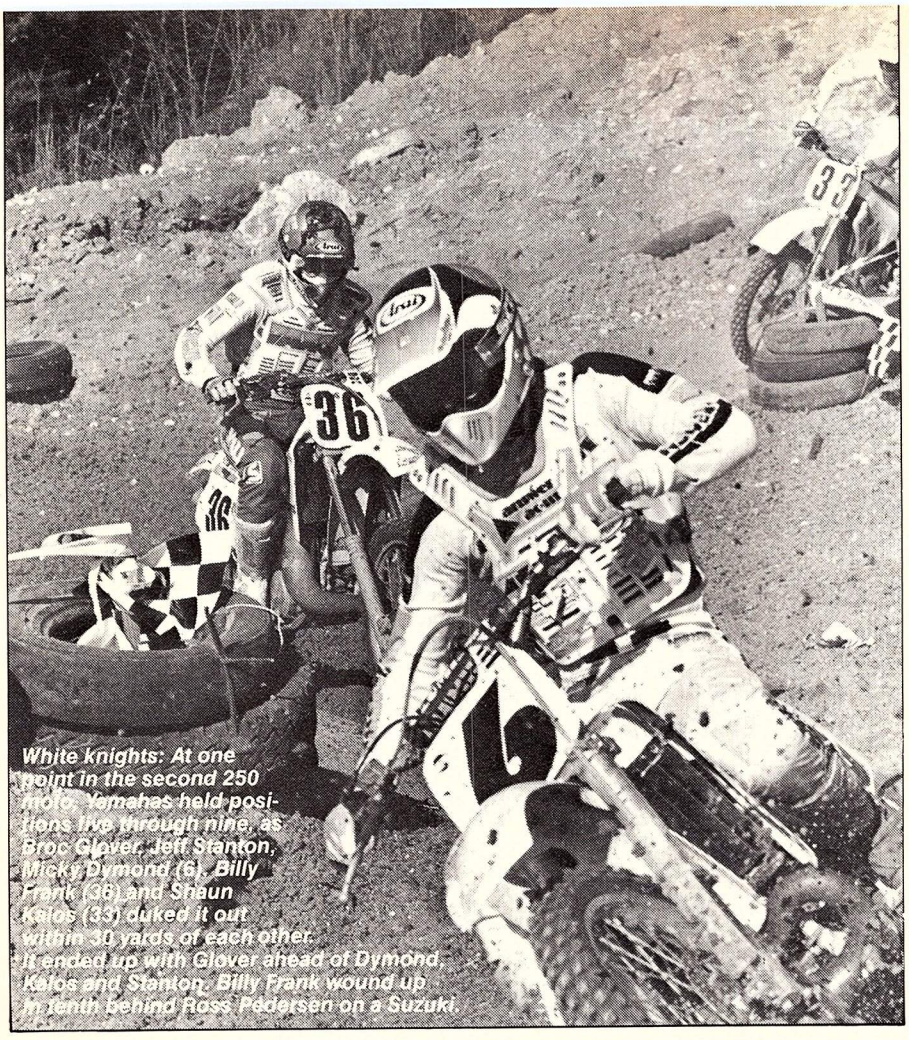
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White Knights: At one point in the second 250 moto, Yamahes held positions five through nine, as Broc Glover, Jeff Stanton, Micky Dymond (6), Billy Frank (38) and Shaun Kelos (33) duked it out within 30 yards of each other. It ended up with Glover ahead of Dymond, Kelos and Stanton. Billy Frank wound up in tenth behind Ross Pedersen on a Suzuki.

POWERPLANTS

THE MOTOR/PIPE COMBOS OF THE TOP 5

• Like a philosopher, motocrossers are always in search of the meaning of life. Yet for the motocrosser, life and its meaning are really power and speed—the essence of racing. The racer is always tinkering and searching to squeeze out a little bit more from his scoot. And the root of the search is the motor. These are the motor/pipe combos that the top five feel give them that little bit extra. •

WHO USES WHAT

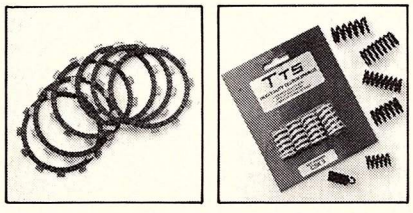
125 CLASS

	Motor/pipe
1. Erik Kehoe	Pro Circuit/Factory
2. George Holland	HRC/HRC
3. Donny Schmit	Factory/Factory
4. Larry Brooks	Pro Circuit/Pro Circuit
5. Jeff Matiasevich	DMC/DMC

250 CLASS

	Motor/pipe
1. Jeff Ward	Pro Circuit/Pro Circuit
2. Rick Johnson	HRC/Pro Circuit
3. Ron Lechien	Pro Circuit/Pro Circuit
4. Micky Dymond	Factory/Factory
5. Jeff Leisk	HRC/Pro Circuit

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GAINESVILLE

"I'LL TAKE ANY KIND OF WIN"

JEFF WARD'S GAINESVILLE DIARY

• "Since we had been riding only Supercrosses, I changed my type of practice riding during the week. I got away from the stadium-type stuff and switched to riding higher speed, natural-terrain tracks. I flew into Gainesville on Friday night and went straight to bed. On Saturday we checked in, then rode the race bike and got it dialed in. That night we had our usual team dinner, sort of a family get-together before the race. I went back to the hotel and watched our Olympic hopefuls go down the tube. It was kind of a bummer to watch Debbie Thomas lose the gold medal in figure skating. So I went to bed after that, about 11 o' clock."

RACEDAY

"I got up early and went to IHOP for breakfast. I got out to the track and went and looked over the start and most of the course. I like to get a visual image of some of the terrain beforehand, and I like to find out if the soil is loose or tacky or hard, and what tire to run.

"I went out and rode practice and felt good, comfortable. I use practice as a warm-up and to check out different lines. The bike felt good and I was pumped to get things going. For guys like Rick and me, we can make mistakes in practice, we can crash or have our bikes break, and it's no biggie. As long as we're not injured, it doesn't affect our concentration on the race. On raceday there is very little that can break your concentration."

THE FIRST MOTO

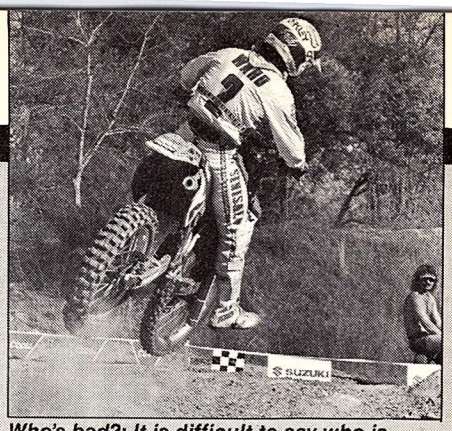
"Getting a good start is important at Gainesville, because the first half of the track is tough to pass on after the start. I got off to a second-place start behind Jeff Leisk. He tends to slide around the track a lot, so I had a tough time getting past him. On the second lap he put on a block, and Rick, who was in third, blew past both of us. I finally got past and chased after Rick.

I could see he was making some mistakes and I was able to close the gap. I made the pass, but Rick came right back and passed me again. I thought I could close up the gap again and make a pass in the last few laps, but I just couldn't get those last few seconds. I guess the game plan didn't work."

SECOND TIME AROUND

"Remember how I said starts were important? Well, this time I came out about fifth, and Rick had gotten out clean. I passed up to second, and Rick was up and gone. He was running at a good pace, but again I could see that he was making mistakes. He can make mistakes and still run faster lap times than guys who are riding flawlessly. I started pushing, and Ron Lechien was pushing me and I made a few mistakes.

"I was finally able to close up the distance and felt I had a shot at passing him. We both came up the hill and jumped the double.

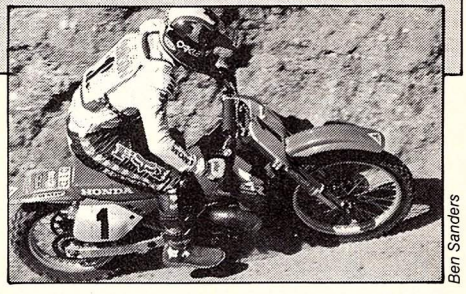


Who's bad?: It is difficult to say who is faster, Jeff Ward (2) or Rick Johnson. Jeff rode fast and stylishly late in the first 250 moto and appeared to be reeling in Johnson. Does Rick cruise late in the moto until there is a threat, or is Jeff stronger at the finish? The 20 remaining motos of the season should give us the answer.

When he landed, there was a puff from his rear wheel. I didn't know it was his brakes, but as he came into the right-hander after the jump, he just blew over the berm. I ducked inside and made the pass. After that I was able to pull away and take the checkers. You don't like to win that way, but that is racing. I have to admit I was pumped to have something go my way after last year!"

OUTLOOK FOR THE SEASON

"I think it is going to be an interesting year. I think Rick is definitely the guy to beat, and that he can be beaten. I think the racing will be close, and both Ronnie and Micky have a shot at winning, should Rick or I slip up. There will be some great racing going on this year!" •



Ben Sanders

Mr. Rick: Undoubtedly, Rick Johnson is the best rider in the universe right now. Rick rode sloppily at times, but even then maintained unbelievable speed. When passed by Ward, he was able to repass at will. When Ward would catch up, Rick would pull away with equal ease. Seemingly only bad breaks can defeat R. J. ►

PUTTING THE POWER TO THE GROUND

TIRES & WHEELS OF THE TOP 10 IN THE 250 CLASS

• Motocrossers love to play games, and one of the favorites is picking the best tire for the conditions. The Gatorback track consists of a variety of terrain, including loose sand, tacky clay and hard-pack. Picking a tire for what the conditions will be at various points during the moto is like playing Russian roulette. It's a one-shot deal, no pit stops. This year the added twist of what size wheel to run was thrown in by the factory. It seems the 19-inch rear wheel with a low-profile tire is the hot setup. Low sidewall flex, a longer footprint and better control through ruts are the stated reasons for the 19-inch craze. •

WHO RUNS WHAT

	Tire (front/rear)	Rear Wheel
1. Jeff Ward	Dunlop 490/695	19 inches
2. Rick Johnson	Dunlop 490/695	19 inches
3. Ron Lechien	Dunlop 490/695	19 inches
4. Micky Dymond	Dunlop 490/695	19 inches
5. Jeff Leisk	Bridgestone/832	18 inches
6. Broc Glover	Dunlop 490/595	19 inches
7. Shaun Kalos	Metzeler MXR/Multi-X	18 inches
8. Mike Healey	BridgestoneM37/M38	18 inches
9. Ross Pedersen	Dunlop 490/695	18 inches
10. Tommy Watts	Dunlop 490/695	18 inches

RESULTS: GATORBACK 125/250 NATIONAL

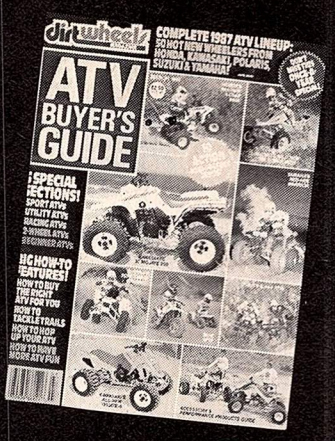
125 CLASS

1. Erik Kehoe (Suz)	2-1
2. George Holland (Hon)	1-2
3. Donny Schmit (Suz)	3-3
4. Larry Brooks (Kaw)	4-4
5. Jeff Matiasevich (Kaw)	5-6
6. Ron Tichenor (Suz)	7-5
7. Mike Kiedrowski (Kaw)	8-7
8. Keith Bowen (Kaw)	6-11
9. Larry Ward (Yam)	10-8
10. Todd DeHoop (Suz)	13-9

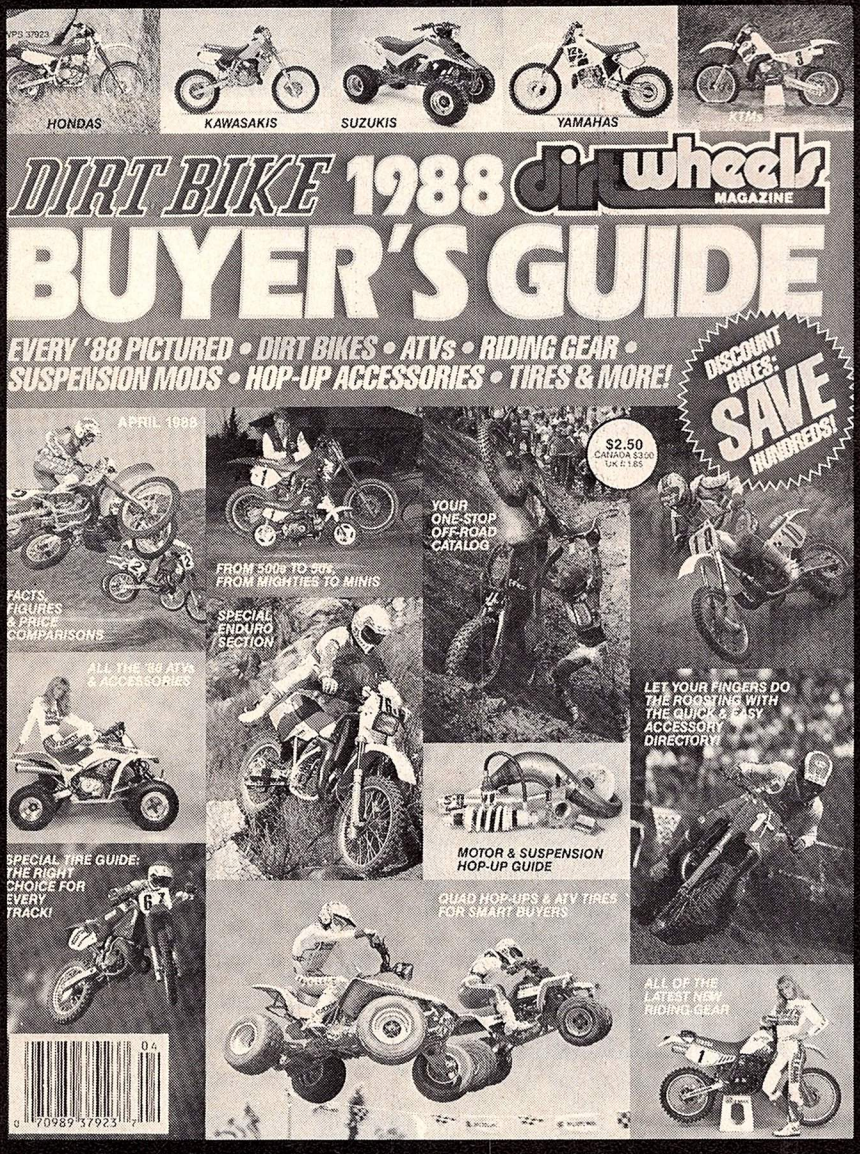
250 CLASS

1. Jeff Ward (Kaw)	2-1
2. Rick Johnson (Hon)	1-3
3. Ron Lechien (Kaw)	4-2
4. Micky Dymond (Yam)	3-6
5. Jeff Leisk (Hon)	5-4
6. Broc Glover (Yam)	6-5
7. Shaun Kalos (Yam)	9-7
8. Mike Healey (Suz)	8-11
9. Ross Pedersen (Suz)	12-9
10. Tommy Watts (Kaw)	7-14





LAST YEAR



THIS YEAR

ALL NEW

The editors of *Dirt Bike* and *Dirt Wheels* combined all they know and put it into one super magazine.

COMPLETE

The all-new 1988 *Dirt Bike/Dirt Wheels Buyer's Guide* has the up-to-the-minute word on what's hot on the ATV, motocross and dirt bike scene today. Before you buy *anything*, we make sure you know about the latest models of motocross, off-road, and dual-sport bikes, as well as sport and utility ATVs. If you've already bought your bike, we've got endless info on riding gear, tires, performance parts and a directory of where to get these products.

Most of the parts, gear and bikes have been tested by our editorial staff. They've done the work. You do the deciding.

1988 DIRT BIKE/DIRT WHEELS BUYER'S GUIDE

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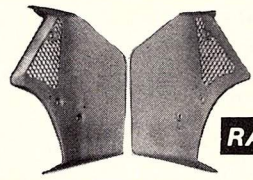
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RM 125 (1981-88)	12.95 ea.
RM 250 (1982-83)	15.25 ea.
RM 250 (1984-88)	12.75 ea.

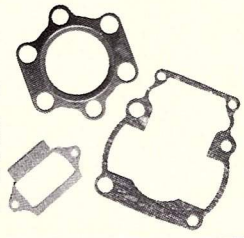
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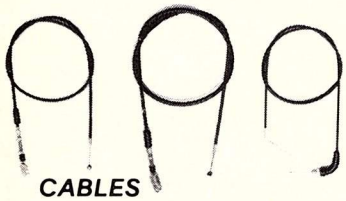
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RM 80/125 (1986-88)	15.95
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RM 250 (1987-88)	21.95
RM 370/400/465/500 (1976-84)	12.95
PE 175/250/400 (1976-84)	12.95

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PE 175/250/400 (all yrs)	12.95

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PE 175 (all yrs)	51.95
PE 250 (all yrs)	56.95

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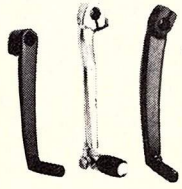
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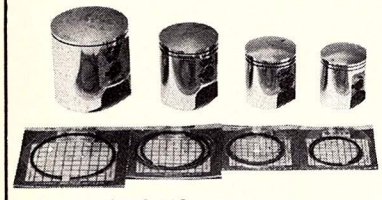
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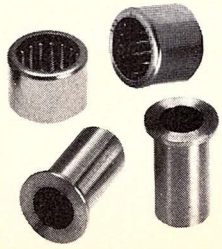
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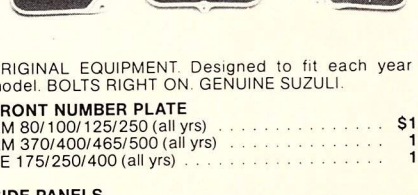
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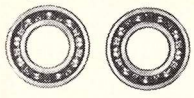
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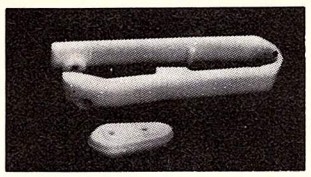
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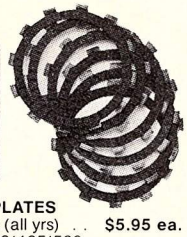
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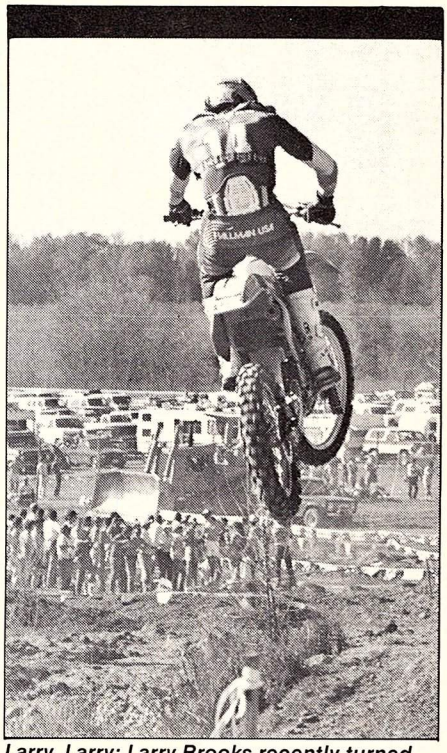
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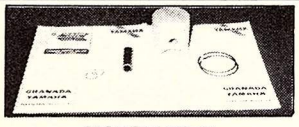
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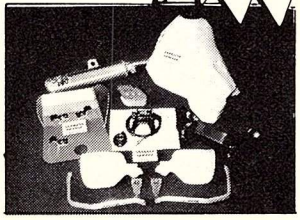
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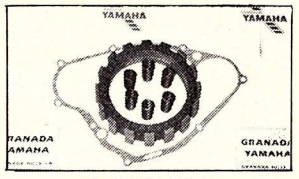
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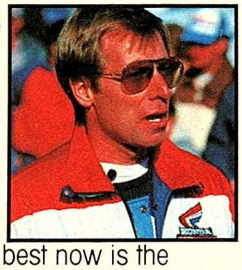
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18TH ANNUAL

DAYTONA SUPERCROSS

R.J. REIGNS IN THE RAIN

They used to call this the sunshine state

By Todd Smith

☐ Back in 1971 promoter Bill West thought it would be a good idea to run the final race of his Florida Winter series during Cycle Week in Daytona. The idea was that all the media and spectator attention would be good for the riders and the sport. That first year the event was run deep within the confines of the speedway's infield so as not to conflict with the high-profile roadrace events. It was an inauspicious beginning.

Even though the Daytona Supercross started with such humble beginnings, it was not long before the event gained the status and recognition that Bill West had dreamed of. Within four short years the Daytona Supercross went from being just another motocross race to one of the most prestigious motorcycle races in the world.

The Daytona Supercross has become for most racers *the* race of the year. For Rick Johnson this is especially true. As the dominant force in motocross today, Rick is expected to win the *big* races. After winning big in 1986, it was expected R.J. would do the same in '87. Yet, in the mud the best he could do was finish nine places behind privateer Rick Ryan. Rick Johnson returned to Daytona with one thing on his mind, "to win the race of the year."

Bump and grind: The short start straight at Daytona leads in to a right-hand turn and a long, treacherous set of whoops. George Holland (3), Larry Brooks (14) and Broc Glover (44) appeared to have the jump, but at the end of the whoops, it was Rick Johnson (2) in front.

◄ ***Berm blaster: Erik Kehoe rode an outstanding race, coming from a mid-pack start to finish fourth. Erik seems to be picking up momentum as the season wears on. This could be Erik's year.***



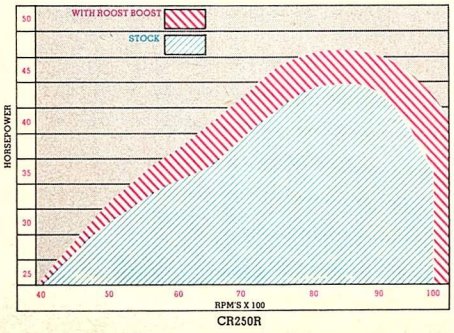
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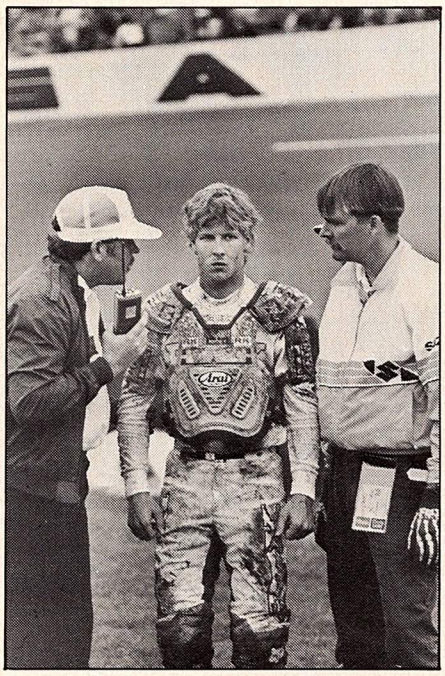
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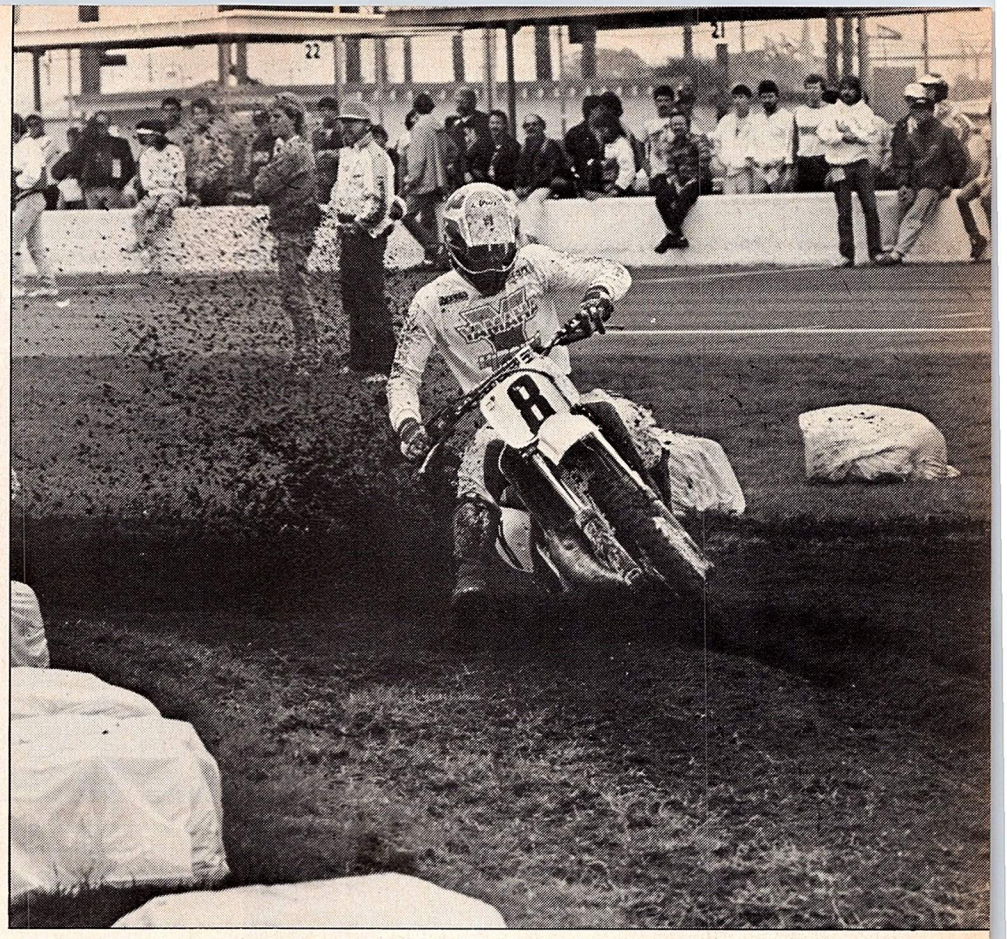
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DAYTONA



Where am I? Injuries have been Donny Schmit's biggest woe over the past two years. At Daytona Donny took a tumble through a lengthy section of whoops. He reinjured ribs that were injured last year, forcing a premature end to his day.



Hard times: After a stellar year in 1987, including a second-place finish at Daytona, hard times have fallen upon Jeff Stanton. Jeff appears to be having trouble getting back to speed after his wrist injury last fall. He finished a dismal 18th.

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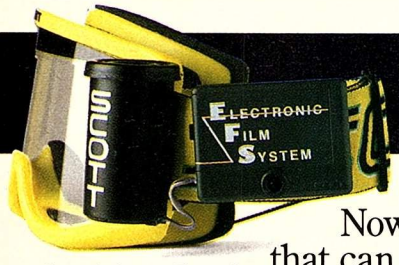






Adios, sayonara, bye-bye: Determined to win, Rick Johnson quickly grabbed the lead off the start and never looked back. At one point he held nearly a 40-second lead over second-place Jeff Ward.

◄ Catch-up: A mediocre start left Jeff Ward trying to play catch-up for the whole race. Jeff quickly closed the gap between himself and Rick Johnson, but then fell several times, putting himself out of contention.



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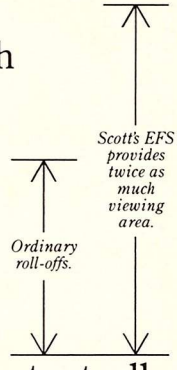
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DAYTONA

RICK JOHNSON MINIVIEW

WINNING THE RACE OF THE YEAR

•***MXA:*** *After the tough loss at the Gainesville National, how did you prepare for this race?*

Rick: Well, I felt really good at Gainesville and had two really good motos going until the bike broke. I was a bit bummed about the outcome of the race, but that is racing. So I was really determined to work hard and do well in Daytona. .

I went to work right away on Monday, and I really have to thank my mechanic, Brian Lunnis. He had no time off because I rode every day during the week, and the bike was always perfect. So I did a lot of riding and training to prepare.

MXA: *Last year you finished a distant tenth in the mud. Did the threat of rain bother you at all?*

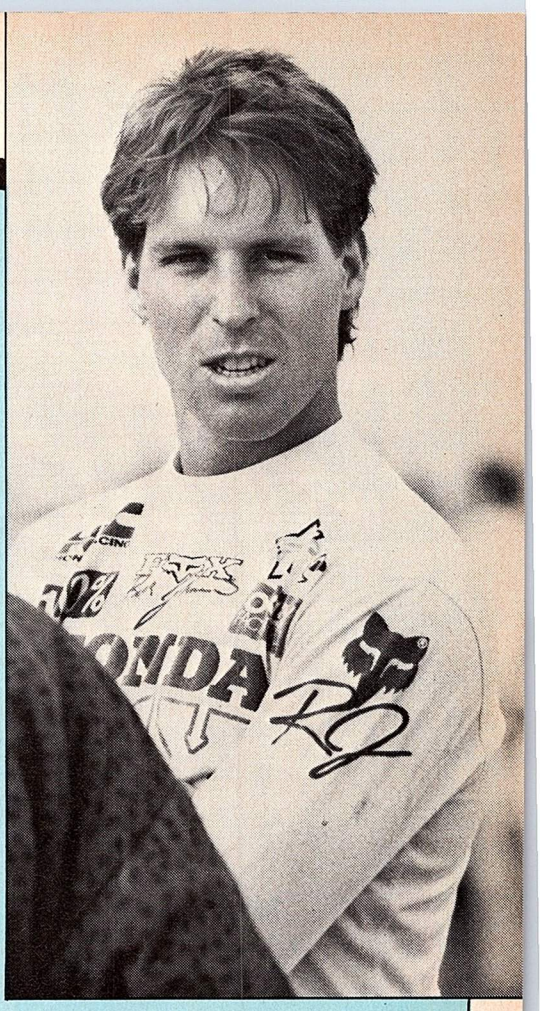
Rick: No, I watched the weather reports to see what it would do, but earlier in the week I had decided that no matter what the weather was like, I was not going to let it bother me or affect the way I planned to ride. We got out here early in the morning, and I saw that the track was in good condition. I wasn't worried about rain; I knew it wasn't going to be as bad as last year.

MXA: *Tell us about the race.*

Rick: In my heat race I had no problem running away, so I was confident in my bike and myself. I also knew that my heat time was faster than anyone else's by seven seconds. I knew that if I got a good start, I shouldn't have any problem winning.

I felt great on the line. I felt I had put in just the right amount of mental, physical and spiritual training during the week, combined with enough play time. . . I just felt great. I really wanted to win; if there is one race to win during the year, it's Daytona.

On the start I got a good jump and held onto my line, which was on the inside. I got the holeshot and settled into my line through the whoop section on the following straight. My plan was to blitz, which I did, and I never looked back. I ended up with a wire-to-wire win! •



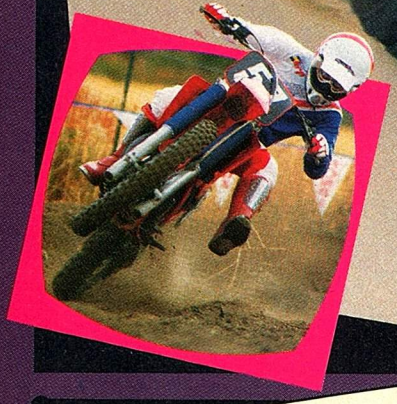
Wishes and hopes: Rick Johnson should have won at Gainesville, but mechanical problems robbed him of the overall. He then went to Daytona determined to win, and win big. He did. ►

FROM SCOTT.



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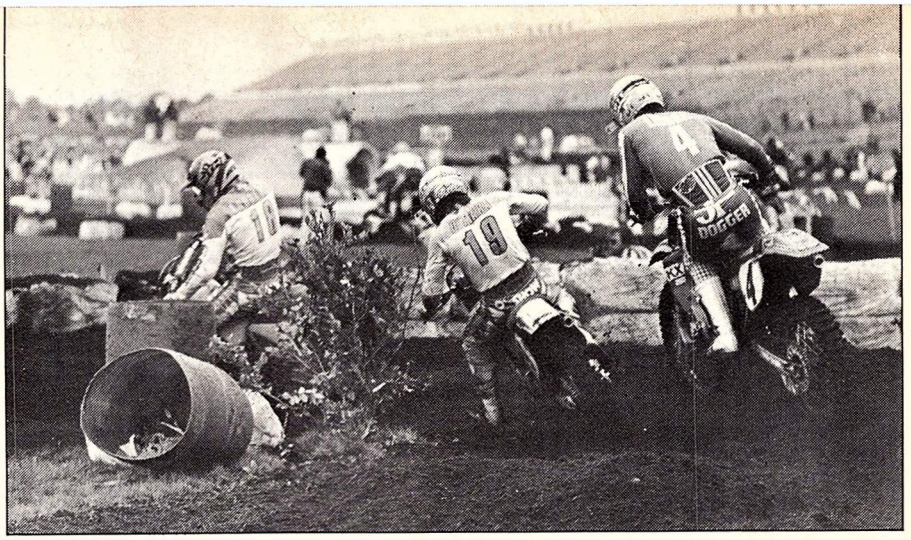
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3&4WA5-8

DAYTONA



Defender's jinx: In the rain and muck of the 1987 Daytona Supercross, Rick Ryan emerged as the first privateer to win a major Supercross. When the rain started again this year, the chance of another upset loomed as a possibility. For Rick Ryan it was not to be, as a crash on the start quickly squelched his hopes.

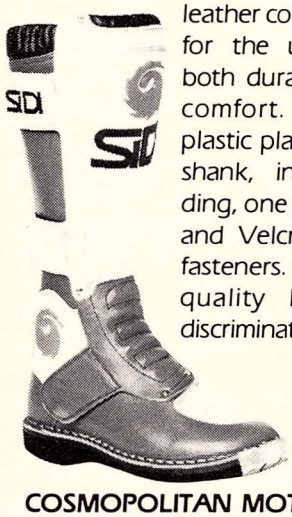


Coming through: Unlike most Supercross courses, the Daytona circuit offers ample room to pass. Ron Lechien (4) made the most of those opportunities as he worked up from 36th position to finish sixth. Johnny O'Mara (19) finished tenth, and Fred Andrews came in a distant 13th. □

RESULTS: 18TH DAYTONA SUPERCROSS

1. Rick Johnson	Hon	11. Jeff Matiasevich	Kaw
2. Jeff Ward	Kaw	12. Larry Brooks	Kaw
3. Jeff Leisk	Hon	13. Fred Andrews	Suz
4. Erik Kehoe	Suz	14. JoJo Keller	Suz
5. Ron Tichenor	Suz	15. Jeff Frisz	Suz
6. Ron Lechien	Kaw	16. Ross Pederson	Suz
7. George Holland	Hon	17. Shaun Kalos	Yam
8. Broc Glover	Yam	18. Jeff Stanton	Yam
9. Brian Manley	Suz	19. Keith Bowen	Kaw
10. Johnny O'Mara	Suz	20. Jeff Hicks	Hon

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Jeff Ward says: *"It's totally amazing! ENDUROCAPS eliminated my forearm pump-up. And with RACECAPS, even after the toughest Moto, I'm completely recovered and fresh for the final. CAPS brings out my best. It'll work for you too."*

Roy Turner, Manager of Team Kawasaki says: *"If any thing is responsible for Lechien's new found speed, endurance and consistency in 1988 - it's the CAPS program."*

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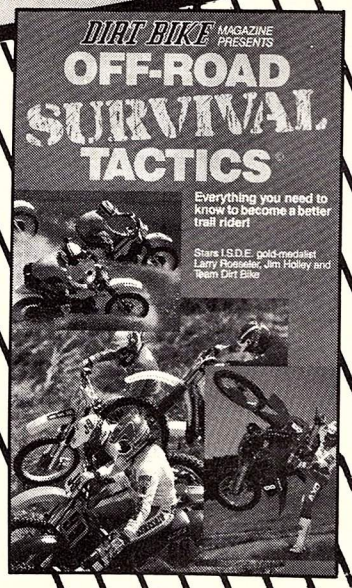
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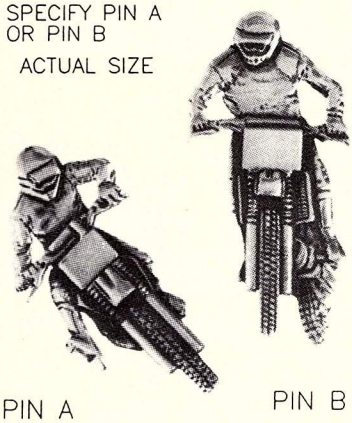
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ACTUAL SIZE



PIN A PIN B

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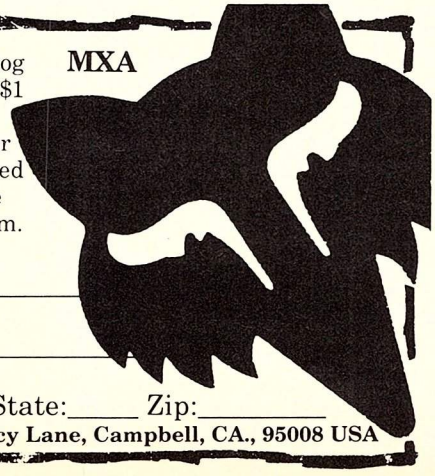
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MOTOCROSS ACTION MAGAZINE

1988 READERSHIP SURVEY SWEEPSTAKES



WIN A FREE SET OF DUNLOP TIRES!

Now is your chance to tell the world what you like about the sport of motocross. What kind of bike do you own? Which one will you buy next? How often do you race? Which brand of boots, leathers, goggles and tires do you own? Don't be shy! Let us know what you like and don't like.

And as an added bonus, when you fill in the 1988 *Motocross Action* Survey, you may be the lucky winner of a free set of quality Dunlop motocross tires. Take a few minutes to let the world know your tastes, preferences, likes and dislikes. Fill out the questionnaire on the following page and mail it to *MXA* Reader Survey, P.O. Box 9501, Mission Hills, CA 91345-9501. Then sit back and wait for your Dunlop tires. After all, somebody has to win them. It might as well be you.

OFFICIAL SURVEY SWEEPSTAKES RULES

No purchase necessary. All entries become the property of Hi-Torque Publications, Inc. None can be returned or acknowledged. Winner will be determined in a random drawing from all entries postmarked no later than June 28, 1988. Entries must be postmarked first-class mail, one entry per envelope. Contest limited to continental U.S. residents only. Decision will be final. The odds of winning will be determined by the total number of entries received. Sweepstakes is subject to local, state and federal laws and is void where prohibited. No substitute prize will be given, nor will cash equivalent be paid. In accepting the prize, the winner grants Hi-Torque Publications, Inc. the right to publicize and promote his/her photograph and the winning of the award. Employees of Hi-Torque Publications, Inc. and their families are not eligible for the sweepstakes. DRAWING WILL BE HELD JULY 8, 1988.

READER PROFILE

1. SEX: ☐Male ☐Female
2. LIFESTYLE: ☐Student/live at home ☐Student/live at school ☐Single/live with parents ☐Single/renter ☐Married/renter ☐Married/homeowner
3. AGE: ☐9-12 ☐13-17 ☐18-21 ☐22-24 ☐25-30 ☐31-34 ☐35-39 ☐40-45 ☐46+
4. EDUCATION COMPLETED: ☐High school ☐Junior college ☐College degree
5. INCOME: Total household (K=$1000) ☐Under $10K ☐$11K-$14K ☐$15K-$19K ☐$20K-$25K ☐$26K-$30K ☐$31K-$34K ☐$35K-$39K ☐$40K-$45K ☐$46K+
6. WHAT IS YOUR MAIN SOURCE OF MOTOCROSS INFORMATION? ☐*Motocross Action* ☐*Dirt Bike* Magazine ☐Cycle papers ☐Dealerships ☐Other magazines ☐Friends at the race track
7. HOW DO YOU FIND OUT WHO'S WINNING ON THE PROFESSIONAL MOTOCROSS CIRCUIT? ☐*Motocross Action* ☐*Dirt Bike* Magazine ☐*Cycle News* ☐Dealership ☐Friends at the race track ☐*Motoworld*
8. WHICH MOTORCYCLE PUBLICATIONS DO YOU BUY REGULARLY? ☐*Motocross Action* ☐*Dirt Bike* Magazine ☐*Crash & Burn* ☐*Cycle News* ☐*Cycle* ☐*Cycle World* ☐*Dirt Rider* ☐*BMX Plus!* ☐*Super M/X* ☐*Motorcyclist* ☐*American Motorcyclist* ☐*Mountain Bike Action* ☐Other _____
9. WHICH GENERAL MAGAZINES DO YOU BUY REGULARLY? ☐*People* ☐*Sports Illustrated* ☐*Boys Life* ☐*Playboy* ☐*Rolling Stone* ☐*Penthouse* ☐*Spin* ☐*National Lampoon* ☐*Outside* ☐Other _____
10. HOW MANY PEOPLE BESIDES YOURSELF READ YOUR COPY OF *MOTOCROSS ACTION*? ☐1 ☐2 ☐3 ☐4+
11. HOW LONG HAVE YOU BEEN READING *MXA*? ☐less than 1 year ☐1-2 years ☐3-4 years ☐5-6 years ☐7-10 years ☐10+ years
12. IF YOU DON'T SUBSCRIBE, HOW OFTEN DO YOU READ *MXA*? ☐Every month ☐9 times a year ☐Every other month ☐1-4 times
13. WHAT WOULD MOTIVATE YOU TO BUY *MXA* MORE OFTEN?

_____

RACER PROFILE

1. DO YOU COMPETE IN ORGANIZED, SANCTIONED RACING EVENTS? ☐Yes ☐No
2. WHAT TYPES OF RIDING DO YOU DO? ☐Race motocross ☐Enduro ☐Hare scrambles ☐Desert ☐Off-road fun riding ☐Street riding ☐Trail riding
3. IN WHICH CLASS DO YOU COMPETE? ☐Pee-wee ☐60cc ☐80cc ☐100cc ☐125cc ☐200cc ☐250cc ☐Open
4. WHAT TYPE OF TRAINING DO YOU DO? ☐Running/jogging ☐Weight training ☐Bicycling ☐Aerobic/calisthenic exercise ☐Do not train
5. WHERE DO YOU TRAIN? ☐Home ☐Health spa/fitness center ☐School gymnasium
6. WHAT IS YOUR SKILL LEVEL OR RIDER RANK? ☐Beginner ☐Novice ☐Intermediate ☐Expert/Pro ☐Veteran

VEHICLE OWNERSHIP

1. DO YOU OWN A MOTORCYCLE? ☐Yes ☐No
2. IF YOU OWN MORE THAN ONE, PLEASE REFER TO YOUR NEWEST OR CURRENT RACE BIKE FOR THE FOLLOWING QUESTIONS: WHAT YEAR IS IT? ☐1988 1987 ☐1986 ☐1985 ☐1984 or earlier
3. WHAT TYPE OF BIKE IS IT? ☐Motocross ☐Enduro ☐Dual purpose ☐Street ☐Scooter
4. WHAT BRAND IS IT? ☐Honda ☐Yamaha ☐Suzuki ☐Kawasaki ☐Husqvarna ☐Maico/M-Star ☐KTM ☐Can-Am ☐Cagiva ☐Other_____
5. WHAT SIZE IS IT? ☐50cc ☐60cc ☐70cc ☐80cc ☐100cc ☐125cc ☐175cc ☐200cc ☐250cc ☐350cc ☐351-500cc ☐501-600cc ☐601-750cc ☐751cc+
6. DO YOU PLAN TO BUY A NEW BIKE IN THE NEXT 12 MONTHS? ☐Yes ☐No
7. WHAT SIZE DO YOU PLAN TO BUY? ☐50cc ☐60cc ☐80cc ☐100cc ☐125cc ☐175-200cc ☐250cc ☐Open
8. WHAT TYPE OF BIKE DO YOU PLAN TO BUY? ☐Motocross ☐Enduro ☐Street ☐Dual purpose ☐Scooter ☐Other _____
9. WHAT BRAND? ☐Honda ☐Yamaha ☐Suzuki ☐Kawasaki ☐KTM ☐Husqvarna ☐Cagiva ☐Can-Am ☐Maico/M-Star ☐Other_____
10. HOW DO YOU TRANSPORT YOUR BIKE/ATV TO THE RACE TRACK OR RIDING AREA? ☐Pickup truck ☐Van ☐Car w/trailer ☐Bumper rack
11. DO YOU OR YOUR FAMILY OWN A PICKUP TRUCK? ☐Yes ☐No
12. IF YES, WHAT KIND? ☐Full-size ☐Compact
13. IS IT A 4×4? ☐Yes ☐No
14. DOES IT HAVE: ☐Long bed ☐Standard bed
15. DOES IT HAVE AN EXTENDED CAB WITH ROOM BEHIND THE SEAT? ☐Yes ☐No
16. WHAT BRAND PICKUP? ☐Ford ☐Chevrolet ☐Subaru ☐Nissan/Datsun ☐Dodge/Plymouth ☐GMC ☐Isuzu ☐VW ☐Toyota ☐Mitsubishi ☐Mazda ☐Jeep
17. WHAT TYPE OF ENGINE? ☐4-cylinder ☐6-cylinder ☐8-cylinder
18. WHICH OPTIONS OR ACCESSORIES HAVE YOU PURCHASED FOR YOUR TRUCK? ☐Special graphics ☐Custom wheels/tires ☐Light bar ☐Aftermarket stereo ☐Bedliner ☐None
19. WHAT ARE THE USES FOR YOUR TRUCK? ☐Daily transportation ☐Hauling bikes/equipment ☐Off-road/four-wheeling
20. WHAT YEAR IS YOUR PICKUP TRUCK? ☐1988 ☐1987 ☐1986 ☐1985 ☐1984 ☐1983 or earlier
21. DO YOU OR YOUR FAMILY PLAN TO BUY A NEW TRUCK IN THE NEXT 12 MONTHS? ☐Yes ☐No

AFTERMARKET

1. WHERE DO YOU PURCHASE PERFORMANCE PARTS OR BOLT-ON HARDWARE? ☐Dealership display ☐Mail order to your home ☐Dealer orders it for you from magazine ad
2. WHAT IS YOUR MAIN SOURCE OF INFORMATION FOR PURCHASING NEW AND TRICK ITEMS? ☐*Motocross Action* ads ☐Other magazine advertising ☐Friends at the race track ☐Cycle paper ads ☐Catalogs ☐Dealership displays
3. WHAT KIND OF EXHAUST PIPE DO YOU HAVE ON YOUR BIKE? ☐Stock ☐Pro Circuit ☐DG ☐Cobra ☐DMC ☐CRF ☐FMF ☐PSI ☐Krause ☐Paul Turner ☐Bill's ☐E.P. ☐Tuf ☐Klemm ☐Thede ☐Other _____
4. HAVE YOU HAD YOUR ENGINE PORTED? ☐Yes ☐No
5. IF YES, WHAT COMPANY DID THE MODS? ☐Pro Circuit ☐DG ☐DMC ☐CRF ☐FMF ☐PSI ☐Krause ☐Turner ☐Z Racing ☐Tuf ☐Yamaha of D.G. ☐Midwest Action ☐Scott's ☐Klemm ☐Thede ☐LCS ☐Other _____
6. WHAT BRAND OF REAR SPROCKET IS ON YOUR BIKE? ☐Stock ☐SideWinder ☐CT Alloy ☐Circle ☐Sunstar ☐P.B.I. ☐Renthal ☐Other _____
7. WHAT BRAND OF CHAIN DO YOU BUY WHEN STOCK CHAIN WEARS OUT? ☐Diamond ☐D.I.D. ☐Tsubaki ☐RK ☐Krause/SideWinder ☐Regina ☐Other _____
8. WHAT BRAND OF SILENCER DO YOU USE? ☐Answer ☐Richter ☐DMC ☐Pro Circuit ☐Pro-Tec ☐SuperTrapp ☐DG ☐KSI ☐Cobra ☐Stock ☐Other_____
9. WHAT BRAND OF REED PETALS DO YOU USE? ☐Boyesen ☐DG ☐FMF ☐T.D.R. ☐DMC ☐Stock ☐Other_____
10. WHAT BRAND OF GRIPS DO YOU USE? ☐Oury ☐Oakley ☐Grab-on ☐O'Neal ☐Scott ☐Answer ☐Jones ☐Malcolm Smith ☐JT ☐Cycle-Am ☐De-Grip ☐Stock ☐Other _____
11. WHAT BRAND OF HANDLEBARS DO YOU USE? ☐Answer Products ☐K&N ☐O'Neal ☐GSM ☐Renthal ☐Richter ☐Inter-Am ☐Hallman ☐Stock ☐Other _____
12. WHAT BRAND OF SPARK PLUGS DO YOU BUY? ☐Autolite ☐NGK ☐Champion ☐ND ☐Bosch
13. WHAT BRAND OF 2-STROKE OIL DO YOU BUY REGULARLY? ☐Bel-Ray ☐Golden Spectro ☐Yamalube ☐CCI ☐Castrol ☐Pennzoil ☐PJ1 ☐Hi-Point ☐Klotz ☐Maxima ☐Dura Lube ☐HPS ☐Silkolene ☐Kal-Gard ☐Hondaline ☐Torco ☐Other _____
14. WHAT BRAND OF CHAIN LUBE DO YOU BUY REGULARLY? ☐PJ1 ☐Kal-Gard ☐Bel-Ray ☐Silkolene ☐Dura Lube ☐Maxima ☐Hi-Point ☐Chain Life ☐Spectro ☐Lubri-Tech ☐Other _____
15. WHAT BRAND OF SUSPENSION FLUID DO YOU BUY REGULARLY? ☐Bel-Ray ☐PJ1 ☐Kal-Gard ☐Silkolene ☐Spectro ☐Hi-Point ☐Torco ☐Maxima ☐Other_____
16. WHAT BRAND OF TIRE DO YOU BUY WHEN YOUR STOCK FRONT TIRE WEARS OUT? ☐Metzeler ☐Dunlop ☐Cheng Shin ☐Bridgestone ☐Hi-Point/Red Dot ☐IRC ☐Yokohama ☐Pirelli ☐Trelleborg ☐Swallow ☐Grand Sport ☐Other _____
17. WHAT BRAND OF TIRE DO YOU BUY WHEN YOUR STOCK REAR TIRE WEARS OUT? ☐Metzeler ☐Dunlop ☐Cheng Shin ☐Hi-Point/Red Dot ☐Bridgestone ☐Yokohama ☐IRC ☐Teraflex ☐Pirelli ☐Trelleborg ☐Swallow ☐Grand Sport ☐Other _____
18. HOW MANY QUARTS OF 2- OR 4-STROKE OIL DO YOU BUY PER MONTH? ☐1 ☐2 ☐3 ☐4 ☐5+
19. HOW MANY SPARK PLUGS DO YOU BUY PER YEAR? ☐1 ☐2 ☐3 ☐4 ☐5+
20. HOW MANY TIRES DO YOU BUY PER YEAR? ☐1 ☐2 ☐3 ☐4 ☐5 ☐6 ☐7 ☐8+
21. HOW MUCH MONEY DO YOU SPEND ON AFTER-MARKET PRODUCTS PER YEAR? ☐$0-$100 ☐$101-$200 ☐$201-$300 ☐$301-$400 ☐$401-$500 ☐$501-$600 ☐$601-$700 ☐$701+
22. HOW OFTEN DO YOU SERVICE YOUR SHOCK ☐Every month ☐Every three months ☐Once a year ☐Never

APPAREL

1. WHERE DO YOU PURCHASE YOUR MOTORCYCLE RIDING APPAREL? ☐Dealership displays ☐Mail order to your home ☐Have your dealer order it through a magazine ad
2. HOW DO YOU FIND OUT ABOUT THE LATEST IN RIDING GEAR? ☐*Motocross Action* ads ☐Other magazine ads ☐Dealership displays ☐Cycle paper ads ☐Catalogs ☐Friends at the track ☐Editorial photos in magazine road tests
3. DOES YOUR DEALER GENERALLY STOCK THE APPAREL ITEMS YOU WANT TO BUY? ☐Yes ☐No
4. WHAT BRAND OF HELMET DO YOU WEAR? ☐Bell ☐JT ☐Answer ☐Arai ☐Simpson ☐Maxon ☐Electro ☐Shoei ☐Nava ☐Griffin ☐Marushin ☐Yamaha ☐Hondaline ☐Kiwi Nolan ☐Bieffe ☐None ☐Other _____
5. WHAT BRAND OF GOGGLES HAVE YOU BOUGHT IN THE LAST 6 MONTHS? ☐Scott ☐Oakley ☐Smith ☐JT ☐Carrera ☐Jones ☐Super Seer ☐Hi-Point ☐None ☐Other _____
6. WHAT BRAND OF JERSEY DO YOU WEAR? ☐JT ☐Fox ☐DG ☐O'Neal ☐Malcolm Smith ☐Aero ☐AXO ☐Hallman ☐HRP ☐Answer ☐Sinisalo ☐Hi-Point ☐Hondaline ☐Gear ☐Other _____
7. WHAT BRAND OF GLOVES DO YOU WEAR? ☐JT ☐Fox ☐Hi-Point ☐O'Neal ☐Thunderwear ☐Hallman ☐Sinisalo ☐HRP ☐Answer ☐Hondaline ☐AXO ☐None ☐Other _____
8. WHAT BRAND OF RIDING BELT DO YOU WEAR? ☐Gold Belt ☐JT ☐AXO ☐O'Neal ☐Answer ☐Hallman ☐Hi-Point ☐Bold Belt ☐Fox ☐None ☐Other _____
9. WHAT BRAND OF RIDING PANTS DO YOU WEAR? ☐JT ☐Fox ☐Hallman ☐Answer ☐AXO ☐Aero ☐O'Neal ☐HRP ☐Malcolm Smith ☐Sinisalo ☐KSI ☐Hi-Point ☐E.P. ☐Gear ☐Hondaline ☐Gold Belt ☐None ☐Other _____
10. WHAT BRAND OF BOOTS DO YOU WEAR? ☐Hi-Point ☐Fox ☐JT ☐AXO ☐Aero ☐Malcolm Smith ☐Gaerne ☐Sidi ☐O'Neal ☐Hallman ☐M. Robert ☐Yamaha ☐Hondaline ☐Kawasaki ☐Vendramini ☐Nava ☐None ☐Other _____
11. WHAT BRAND OF SHOULDER PADS DO YOU WEAR? ☐JT ☐HRP ☐Fox ☐Hallman ☐Sinisalo S-1 ☐Jofa ☐O'Neal ☐Acerbis ☐Answer ☐Hondaline ☐None ☐Other _____
12. HOW MUCH MONEY DO YOU SPEND ON CLOTHING AND GEAR PER YEAR? ☐$0-$100 ☐$101-$200 ☐$201-$300 ☐$301-$400 ☐$401-$500 ☐$501-$600 ☐$601-$700 ☐$701+

GENERAL LIFESTYLE

1. IN WHAT OTHER SPORTS DO YOU PARTICIPATE: ☐BMX ☐Baseball/softball ☐Surfing ☐ATV riding ☐Snowmobiling ☐Snow skiing ☐Track and field ☐Water skiing ☐Tennis ☐Jet Skiing ☐Boating ☐Skateboarding ☐Hockey ☐Basketball ☐Soccer ☐Hunting ☐Camping ☐Fishing ☐Swimming ☐Bicycling ☐Other _____
2. DO YOU HAVE A VIDEO TAPE RECORDER IN YOUR HOUSEHOLD? ☐Yes ☐No
3. DO YOU OWN A JET SKI TYPE VEHICLE? ☐Yes ☐No
4. HOW MANY PRE-RECORDED ALBUMS, CASSETTES OR CDs DO YOU BUY EACH MONTH? ☐None ☐1 ☐2 ☐3 ☐4 ☐5+
5. WHAT FORMAT DO YOU PURCHASE MOST? ☐Cassette ☐Compact disc ☐Album
6. DO YOU OWN A BICYCLE? ☐Yes ☐No
7. WHAT KIND? ☐BMX ☐Mountain bike ☐12-speed
8. HOW MANY PAIRS OF RUNNING/SPORT SHOES HAVE YOU BOUGHT IN THE LAST 12 MONTHS? ☐1 ☐2 ☐3+
9. WHAT BRANDS OF RUNNING/SPORT SHOES DID YOU BUY? ☐Nike ☐Adidas ☐Puma ☐Converse ☐Reebok ☐New Balance ☐Trax ☐Vans ☐Hi-Point ☐Brooks ☐Tiger ☐Saucony ☐Other _____

MOTOCROSS ACTION

Name _____

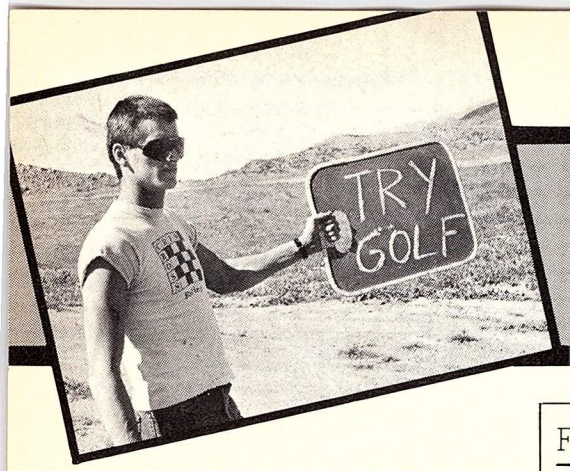
Address _____

City _____

State/ZIP_____

Phone ( ) _____

Mail to: *MOTOCROSS ACTION* READERSHIP SURVEY SWEEPSTAKES, Post Office Box 9501, Mission Hills, California 91345-9501



PIT SIGNALS:

Pit boards, hand signals, radios & the AMA

☐ One of the folk tales of early American motocross is the ubiquitous story about the rider and his mechanic who load up the trusty, but rusty, scoot and head out to do the Nationals. They split the winnings to pay their expenses, and after a year or two they get a factory ride. Now the rider and his buddy are a factory team—rider and mechanic. As part of this Horatio Alger (and his pal) story, there is the almost psychic interaction between the two. Every lap the mechanic would scribble a few cryptic messages on his pit board, and the rider would go faster and faster. Every other mechanic would try to catch a glimpse of what was written on the pit board, but it wasn't until the National Championship was almost clinched that they finally saw the word ACME written in chalk. What did it mean, they asked. Did it stand for some type of acronym? Was it code? Finally, another mechanic walked up and asked, "Why do you write ACME on the pit board, and why does it make your rider go so fast?" The mechanic laughed when he answered, "ACME is the name of the finance company that owns his car. It's win or walk!"

RIDER-TO-GROUND COMMUNICATIONS

There are a million ways to communicate with a rider (and just as many reasons to communicate) but the big three are hand signals, pit boards and radios.

FIVE-FINGER SALUTE

HAND SIGNALS: SILENT MOVES

• You don't need a fancy pit board or expensive radio if you learn a few of the basics of motocross communications. With a couple of rehearsed and understood hand signals a rider can get all the information he needs to know. But be forewarned, don't make up signals on the spur of the moment, or you'll just confuse the heck out of the rider. Stick with the agreed on international motocross hand signals. •



How many laps? By holding up the appropriate number of fingers and making a circling motion around them with your other hand, you can tell your rider how many laps are left in the moto.



How far ahead am I? The standard system of hand signals allows a mechanic to give his rider info about how big his lead is by stretching his hands far apart. It is the same as telling the guys about the big one you caught at Bass Lake last weekend.



What place am I in? For places one through ten, the mechanic holds up the appropriate number of fingers. After tenth place the mechanic usually holds his nose and walks away.

BREAKER 1-9

REACT RADIOS: LOUD & CLEAR

• There isn't a serious form of professional motorsport racing where radios aren't used and appreciated. React Radios is the first attempt to overcome the problems of ignition interference, size and weight that have stopped motorcycle racers from using radios. Jeff Ward and Ron Lechien tested the radios and loved them. Team Kawasaki used the radios at the Seattle Supercross and said that it was an excellent way to get information, and safer than reading it off of a pit board. The *MXA* wrecking crew tested the React system during the Golden State series and believes that the one-way communication devices bring a new level of teamwork into the sport. It makes the mechanic and rider work like a team. For more info contact React Radios, P.O. Box 6515, Abilene, TX 79608; (414)474-7190. The radios cost $1500, which is expensive, but all new technology is expensive. We think the radios are worth it to the serious racer. •



◄ React Racing Radios: The complete system consists of a transmitter (left) for the mechanic and a helmet-mounted receiver (with earpiece speakers). Sound quality is excellent, and the range is one mile.

HOW TO COMMUNICATE

SPELLING BEE

PIT BOARDS: PLEASE PRINT

• The most famous pit board story relates how Jimmy Weinert's father drove out from New York to watch the two-time 500 National Champion race. Halfway through the race, Jimmy was doing poorly, and his father grabbed the pit board out of Jimmy's mechanic's hands, wrote "You Stink" on it, threw it on the ground and got in his car and drove home.

The best pit board messages are short, pungent and to the point. Position, interval time and laps remaining will normally suffice, but when the going gets tough, nothing gets a rider going more than a written message like, "Death before defeat," "Kill or be killed" or "$." •



The leader: A pit board with this message on it means the rider is in first place (P 1) and holding a two-second lead (+2) over his closest pursuer.



Decisive moments: Late in a moto, a rider might see a pit board that tells him he's in second place (P 2) and has only three laps (L 3) left to make his move.



The chaser: When the rider reads this pit board, he knows he is in third place (P 3) and seven seconds behind (-7) the leader or the next closest man in front of him.



No man's land: This signal is both a blessing and a curse. Unfortunately, the rider is back in 19th place (P 19), but he still has half of the moto (1/2) left to catch up.

RADIO INTERFERENCE

AMA BANS RADIOS

• After Team Kawasaki started using the React Radios at the Supercross races, the AMA's Bill Amick and Roy Janson put a new rule into the rule book that reads, "No radio communication with riders is allowed."

The AMA's stated concerns are that 1. they do not feel that the quality of racing will be enhanced by the use of such communication, 2. electronic communication represents, in the AMA's viewpoint, outside assistance, and 3. the AMA doesn't want to assign frequencies, police the monitoring or interference of other teams' signals or assign an electronic signal area.

The ban affects only AMA professional motocross and has no effect on Amateur racing, Mickey Thompson events or CMC, NMA or NESC racing.

BAD BUSINESS

The AMA has really jumped into an area that, in our opinion, they have neither the expertise nor the know-how to get involved in. Their concern about the cost of the equipment ought to extend to the cost of machines, entry fees and AMA professional licenses, also (none of which are inexpensive). To assume that receiving position and place information over a radio is any different from receiving it by written, yelled or cryptic word (which is legal) communication stretches the imagination. In fact, the pit board area is dangerous, and allowing mechanics to stand on the track lacks the professionalism of other forms of racing where radios are allowed. At one race, Team Suzuki mechanic Jeff Clark was seen trying to strike a competitor with his pit board, because the rider was beating his rider. Radio communication will not turn a losing rider into a winner, and the air waves are not an area that the AMA should concern itself with in such a rapidly formed rule-making process. The AMA is in possession of a petition signed by over 60 riders at a recent Supercross (including AMA National numbers), the same riders that the AMA says it is trying to protect from the radios.

The rule is already in effect. Is it a good rule? A bad rule? A fair rule? An unjust rule? Who knows, but it was a fast rule that worked against Team Kawasaki (in the short run), technological advancement (in the long run) and the upgrading of the professional level of the sport (as a whole). □



1988 WORLD CHAMPIONSHIPS

EUROPE '88: THE IRON MEN OF MOTOCROSS

Back to the roots of the sport



By Luc Verbeke

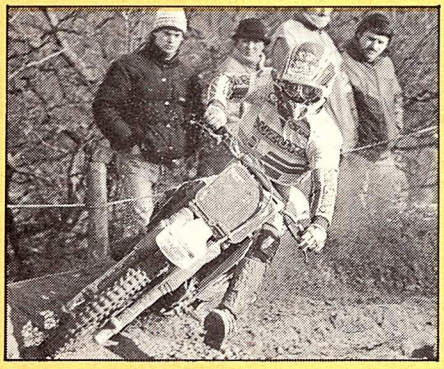
☐ It is easy for Americans to dismiss European motocross as second class and inferior to American racing. But that is patently unfair, exceedingly ethnocentric and alarmingly shortsighted. Motocross is a sport of color, contrast, excitement and interplay between bikes, riders and tracks. As much as the USA excels at the techniques of motocross, it will always owe a tremendous debt to the European forefathers for their contributions to the traditions, history and culture of the sport. When it comes to color, nothing can touch the charm of Europe's age-old motocross tracks, its international flavor and lush green surroundings. The contrast between the picturesque European promotions and the harshness of stadium lighting can't even be imagined by dyed-in-the-wool outdoor fans. Europe is the heart and soul of the sport. It is the home of challenging, natural and scenic courses. It has the rabid Italian *tifosi,* sloshed Brits and rabid Belgian fans. Europe has the variety of machinery, language, customs and conditions. And only a newcomer to the sport would believe that Euros aren't fast. Europe is producing excellent motocross racers and, in general, has begun to produce more good, fast young riders than America. Yes, we have Ricky Johnson and Jeff Ward, but might, arguably, have the next three or four fastest riders. And their kids—such as Van den Berk, Jean-Michel Bayle, Peter Dirkx and Peter Hansson are the seeds of a new generation of iron men of motocross.

EUROPE '88: THE IRON MEN

The *MXA* wrecking crew has spent a lot of time in Europe over the past few years, and we have seen riders, tracks, events promotions and expended effort that would humble the best of the USA. Since 1981, the American side of motocross has dominated, the World Championships have lost their appeal and the homeland of motocross has become secondary to the high-flying circus of American motocross and Supercross. *MXA* would like to take you back to the home of motocross and show you the sport as it is, was and evermore should be. European motocross has more in common with the average local racer at tracks from Topeka, Kansas, to Des Moines, Iowa, than Supercross will ever have. Meet the new iron men!

SIGHTS & SOUNDS

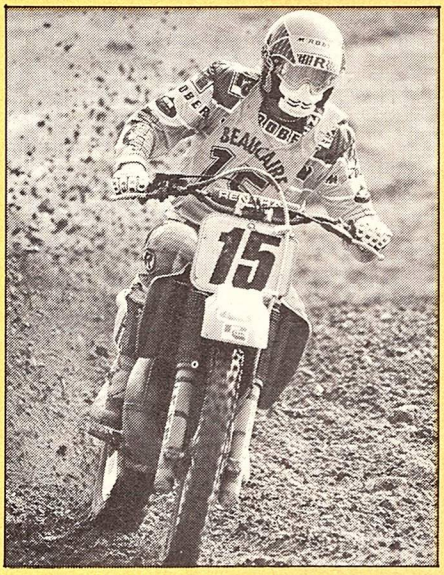
NEW & OLD FACES ON THE EUROPEAN FRONT



Son of Harry: Stefan Everts.



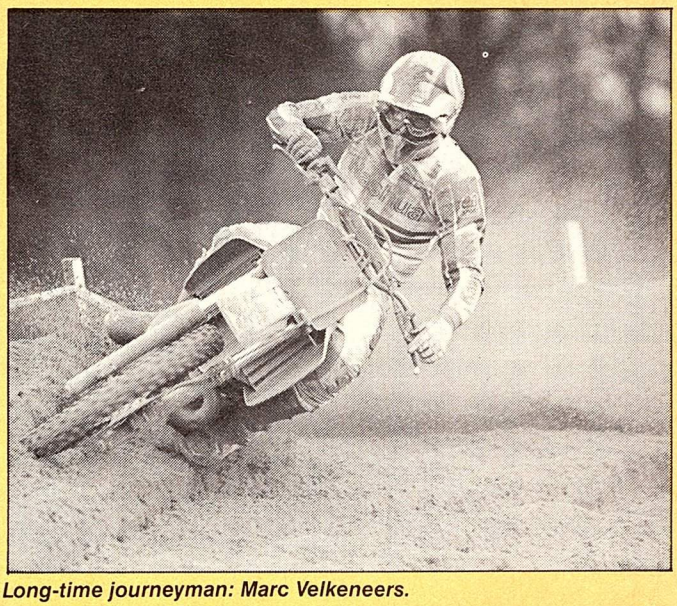
Dutch sand master: Kees Van der Ven.



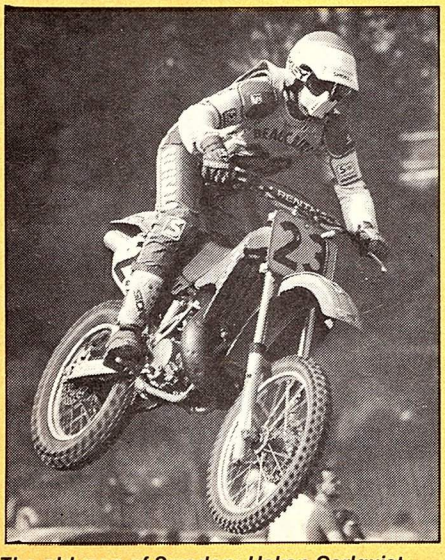
Last year's 500 runner-up: Kurt Nicoll.



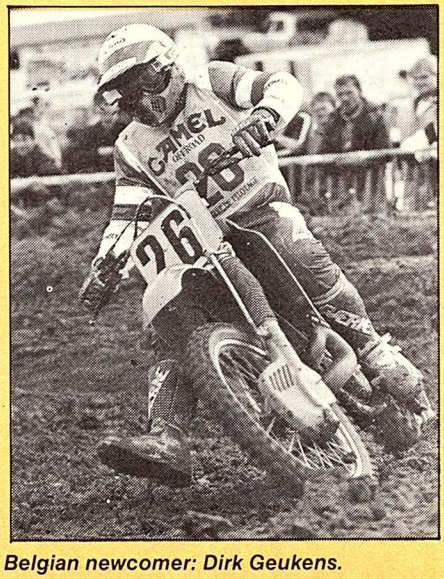
Jobe's teammate: Alain Lejeune.



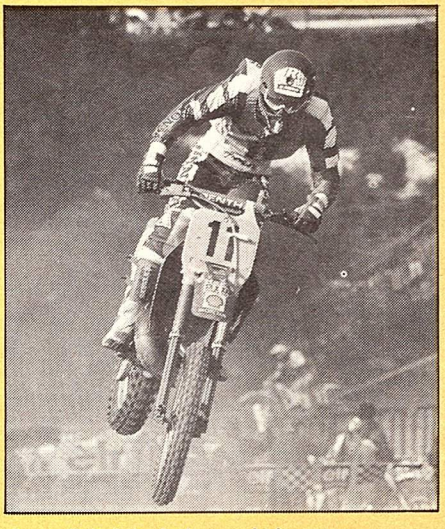
Long-time journeyman: Marc Velkeneers.



The old man of Sweden: Hakan Carlqvist.



Belgian newcomer: Dirk Geukens.



Great Britain's dethroned champ: Dave Thorpe.

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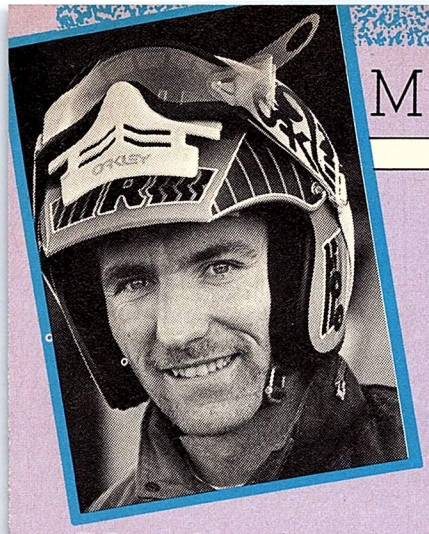
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GEORGES JOBE'S PRIVATEER HONDA CR125

He did it to the 500 Class, can Georges do it to the tiddlers?

☐ Georges Jobe is a brave man, maybe braver and more self-confident than any other rider in the world. Last year Jobe had a factory Kawasaki contract which promised him a salary, mechanic, works bike and full support for the 500 Grand Prix season. He should have been happy as a cat to be fully employed in this era of fewer and fewer factory rides. But Georges wasn't. He was unhappy. The former two-time 250 World Champion didn't have confidence in the Kawasaki GP effort. He felt that spending a year under their factory management would be a waste of time. Georges broke his Kawasaki contract and went looking for another ride. There weren't any! Suddenly, Georges Jobe was an unemployed motorcycle racer. But not for long!

THE PRIVATEER EFFORT OF ALL TIME

Georges decided that if he couldn't get the kind of support he needed, he'd do it himself, and that's what he did. Georges got production CR500s, hired his own mechanic, bought his own box van, lined up his own sponsorships from Nashua Copiers, Johnson Cigarettes and White Power Suspension. And when it was all over, Georges had his own personal, do-it-yourself 500cc World Championship. The first privateer in modern history to win a 500 World Championship.

Could he do it again? Georges will never know. He won't be running his number one plate in the 500 Class. Georges Jobe is switching to the 125 Class in an effort to become the first rider in history to win a World title in all three displacement classes. Georges already has 250 and 500 crowns. The 125 title could be the toughest Georges ever tried to get. Georges hasn't ever ridden a 125. He has no factory support. He is up against a bunch of wild-riding teenagers with stars in their eyes. And Georges has competition in his race to be the first rider to win the triple crown of GP Championships. Eric Geboers, with a 250 and 125 title already notched to his belt, is moving to the 500 Class with full Honda support.

◄ My first race: With his wife in a Belgian hospital after a traffic accident, Georges didn't fare too well in his first-ever 125 ride. After getting sandwiched on the start, he went down in the first turn, got up last and charged back to sixth.

A CLOSE LOOK AT GEORGES' EFFORT

The *MXA* wrecking crew showed up at Hechtel, Belgium, for Georges Jobe's first official 125 ride. Georges almost didn't show up. Less than a week earlier, Georges aquaplaned his car in heavy rains and flipped it. Georges escaped with minor whiplash injuries to his neck, but his wife, Fabienne, was seriously injured and taken to a hospital for back surgery.

Fabienne insisted from her hospital bed that Georges should race in Hechtel. In between motos, Georges would race back to his car phone and call the hospital.

Georges set third fastest practice time in his first outing, but in the start of the first moto he went down in the first turn. He got up and charged back to sixth overall from a distant last.

"I was sandwiched between two riders in the first moto, but I managed to come back on a sand track that I'm not used to," said Georges after the race. "Everybody says I'm not going to make it in the 125 Class, but that's what they said about being a privateer in the 500 Class, too. I think the most important thing for me is motivation. Switching to the 125 Class, which isn't going to be easy, motivates me as though I were just an 18-year-old and hungry to win my first World title." ☐



Can Georges do it? Nobody gives the 1987 500cc World Champion much chance to beat the works Honda of Jean-Michele Bayle or former 125 Champion Davey Strijbos, but Georges was given no chance of winning the 500 crown as a privateer last year, either.

Georges' new rocketship: Georges Jobe will be removing the Honda seat cover in favor of one with a sponsor's logo. Jobe's CRs will be blue and feature handmade aluminum gas tanks, White Power forks and shocks, aluminum subframes, Arrow handlebars and Pro Circuit or Slechten pipes. ▼



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JACKY VIMOND'S MIRACULOUS RECOVERY

From near death to a works YZM500

☐ What was supposed to be a new start in his new career ended before it actually began. Jacky Vimond was on his new YZ500 works bike at the Lido night club in Paris. A spectacular show to introduce the new World 250 Champion had Jacky coming down from the roof, hanging from a cable. Suddenly, one of the supporting cables broke, Jacky lost his balance and fell from his suspended bike. Jacky fell over 20 feet straight down. He went through hell recovering from the injuries. Jacky had to learn everything—walking, coordinating his movements and even regaining speech. In a year that was to see him riding the 500 World Championships, Vimond was riding a wheelchair.

But Jacky came back. Against doctors' advice, he started to practice earlier than he was allowed to, and he made his comeback in the last 1987 500 GP of Switzerland. Surprisingly, he finished third overall.

Jacky wasn't really ready at all. In every National race in the *apres*-season Jacky was still suffering enormously. In 1988, the 26-year-old Frenchman will make his real comeback in the 500 GPs.

MXA: *Jacky, good to see you back. How have you been preparing for your return to racing?*

Jacky: I stayed a complete month this winter in California: one week with my trainer in Oakland, and afterwards three weeks in the desert near Palm Springs. That's a place where you can set out different practice tracks, so you can make a choice of the difficulties to avoid overtraining. I was in California with my brother, Christian, and we've been practicing together with several American riders, such as Suzuki's Donny Schmit. Everything worked out very well. I even improved my English.

MXA: *Now that you are back in Europe, what is your plan for the 500 season?*

Jacky: Every day I'm doing three hours of physical preparation in the morning, followed by four hours on the motocross track. I'm riding an average of three hours a day in a series of 40-minute motos. Because the place we practice at is a heavy sand track, it's a very good physical preparation, and that's exactly what I need right now. I think I will change my training program soon in order to be ready for the GP tracks. I'll start practicing on hard and fast terrains in the south of France or in Italy.

MXA: *Are you completely recovered from your injuries from the Paris show?*

Jacky: Let's say I'm recovered for 95 percent. My back recovered pretty well, because I'm now able to ride for hours without suffering too much. That was completely impossible before. Back then I had to recover several days after every practice. I was completely exhausted after every ride. I'm still facing some small problems, but I tried to compensate for those by changing and improving my riding technique. All I need now is to get back my confidence and my race spirit. And that is only possible when I'm riding as many races as possible.

MXA: *Are you practicing with a YZ500 or do you prefer to ride a 250 or 125?*

Jacky: I'm practicing with a YZ490 production bike, but from next week on I'm looking forward to my YZM500 works bike, and it fits me perfectly. Although the '87 machinery was already a big improvement, quite a few things are changed on the '88 model. Kurt Ljungvist will be my teammate on the 1988 Yamaha YZM500 factory team.

It's gonna be a hard battle between Yamaha and Honda. ☐



Pink panther: Vimond is most famous for his pink outfits. The French sense of style may differ from American fashion, but we still admire a man who overcomes the odds. ►

Palm Springs weekend: In an effort to totally rehabilitate, Vimond spent the winter in California testing and suntanning. Jacky will be racing the new 1988 aluminum-framed Yamaha YZM500. ►


Mobil 1
RENTHAL
41
SUZUKI
Mobil 1


3
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CHALLENGE
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GEBOERS TELLS ALL

A candid conversation about the good & bad of Grand Prix motocross

☐ Eric Geboers and Georges Jobe, the Belgian 250cc and 500cc World Champions are in the run for the Grand Slam title; winning the World Championship in the 125, 250 and 500 classes. Both want to be the first rider in the history of motocross to lay claim to that honor. Geboers, twice 125 World Champion and current 250 World Champion, sets his goals on the 500cc World Championship. Georges Jobe, former youngest 250 World Champion at the tender age of 19, and current 500cc World Champion, moved to the 125 tiddlers with the same intent; being the first all-round World Champion. Insiders say that Eric Geboers has the best chances to realize his goal. Jobe is still riding a privateer 125 Honda against the works Yamahas, KTMs and Hondas (Honda France bought two factory bikes for Jean-Michel Bayle, third in last year's 125 World Championship), and the man from Retinne, Belgium, has never raced 125s before.

MXA: *Georges Jobe was voted Sportsman of the Year in Belgium after winning the 500cc title as a privateer rider. That made you pretty upset?*

Eric: Listen, I do not envy his title of Sportsman of the Year, but in my opinion, the people who voted Jobe Sportsman of the Year never go to motocross races. They don't understand anything about what goes on in any motorsport. They just heard that Jobe was a privateer, and for them that was the main criterion for their vote. If you look at the way Georges was criticized in the Belgian motorcycle press because of his behavior in the Belgian National races, it's quite illogical. And how far was Jobe a privateer? How far was his bike a production machine? Take for instance the way he became World Champion. How many races did he win? No hard feelings about Jobe becoming a World Champion, but I think people don't see things in the right perspective. I feel sorry about the way it all turned out, because I feel I had more right to win the title, considering my results during the season.

MXA: *Works bike or no works, that's the question . . . how much difference does it make?*

Eric: In the first place, I think it's the rider that makes the difference. But in the meantime, I must tell you that it'll be easier for a privateer rider who never had factory equipment to win the World Championship on a production bike than for a factory rider who tries to win the title on a production machine when he is used to works bikes.

The big difference between works and production machinery is the ease and speed of working on and modifying the machines. Things are changed immediately when the rider demands it. When you're riding production-based machines, you're searching the complete season. You're constantly confronted with new problems, and sometimes you don't even know where you can find the necessary parts to solve your specific problem. Riding a works bike also has a psychological influence. To know that there is backup support. The only thing to concentrate on is winning the race. All the rest is done for you. That gives you self-confidence. But financially, I think Jobe was better off than I am. I have already asked the HRC Honda people how much it would cost me to buy a works bike, so I can find some big sponsors.

MXA: *You mean you are paid less than Jobe?*

Eric: You have to look at it this way. When Honda makes the investments, they do it to sell more motorcycles. Compared with a cigarette sponsor, for instance, which invests its money in direct shirt and bike publicity. The rider has to be associated with the cigarette sponsor's name. They have a much larger sales figure than any possible motorcycle manufacturer. But, hey, I'm not unhappy. I feel good about the way things are working out for me. I only tell you the facts and the way it goes.

MXA: *Racing 500 machinery isn't new for you, but until now you never succeeded in your attempt to win the 500 gold. Geboers is too small, said the critics. He can't control the power of a 500 . . .*

Eric: (irritated): They started to spread that nonsense two months after I lost the 500 World Championship in 1986. Listen, if I was unable to ride a 500, how come I was two points behind Dave Thorpe with only the final Luxembourg 500 GP ahead? In the meantime, Georges Jobe and Andre Malherbe were also title candidates. After the Namur GP, nobody said anything about my height. They started making up stories about it two months after the fact. You don't lose or win a World Championship because of your height.

MXA: *Look back at the 250 World Championship, were there things you were unhappy about?*

Eric: I'm disappointed about every unfair thing that goes on in this small world. What happened in the South American GPs is something I wish on nobody. I just hope that all the riders stick together and say, this is the limit, we won't take it any longer. If you want to organize GPs in South America, okay, but do it right or do it without us.

The FIM isn't doing anything. Complaining by official channels won't change things. I went to the FIM people and gave them petitions with all the requests regarding things that needed to be changed, signed by all the 250 riders. They said they never got them. That's their way of avoiding problems. I don't want to call names. I don't want to create problems. I just want things to be changed, that's all.

MXA: *Off the track you are a showman. You took up skydiving and made a*

(continued on page 110)



The cut-up: Eric comes from a racing family. He has five racing brothers, the most famous of which was Sylvain, who retired the day Eric started. Eric isn't talking retirement, but he wants to celebrate his tenth year on the GPs with a World title.

◄ Above the masses: Eric Geboers is trying hard to live down his reputation as a high-flying and hard-charging maniac. Taking up skydiving has quelled the criticism, though.


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BEAUCAIRE: GRAND PRIX WARM-UP

Goat shocks Europe & himself

☐ While the rest of Europe was covered with snow or flooded by weeks of icy rain showers, the international Grand Prix circus winged into Marseille airport in the sunny South of France for the traditional season opener. Beaucaire, France, is the place to be if you want to take a closer look at this year's trick machinery, new fashions and the GP stars. It's the traditional meeting point of the special Honda, Yamaha, Kawasaki, KTM and international forces. The Beaucaire track is about 40 miles north of the Mediterranean and a good place to catch some sun and get a first impression of what the GP season hopes to bring us.

WHO WAS THERE?

You could better start by saying, who wasn't there? It was Honda's first appearance with Dave Thorpe and 1987 250 World Champion Eric Geboers. Yamaha was represented by recovered 1986 250 World Champ Jacky Vimond and 1987 125 World Champion John Van den Berk. Team Johnson with 1987 500cc World Champion Georges Jobe and Alain Lejeune made the 1200km drive from Belgium, and Great Britain's Kawasaki rider Kurt Nicoll crossed the English Channel to ride the French classic. Jorgen Nilsson and Dave Strijbos were there, and KTM's Heinz Kinigadner finished shoveling Austrian snow and came to France to prepare himself for his return to the 250 World Championship. Third man in the 1987 125 World Championship, Frenchman Jean-Michel Bayle presented his new HRC 125 works Honda, bought for him by Honda of France, and Romano Nannini, Hakan Carlqvist, Claudio di Carli and most of the French riders joined the pack to test their support machinery.

Even America's Ricky Ryan and Goat Breker took a start in Beaucaire. Ryan is going to race the 250 World Championship with German-supported bikes, and Goat is on a scouting mission for the 500cc World Championship. Goat's bikes were supplied by the French Pro Circuit distributor, Moreau Motos.



In the south: The biggest race of the European pre-season is the Beaucaire International. How big is it? How about a two-row starting line, thousands of fans and every GP rider in Europe? Dave Thorpe (11), Eric Geboers (3) and the Yamahas of John Van den Berk and Jacky Vimond sandwich Goat Breker (behind Geboers).



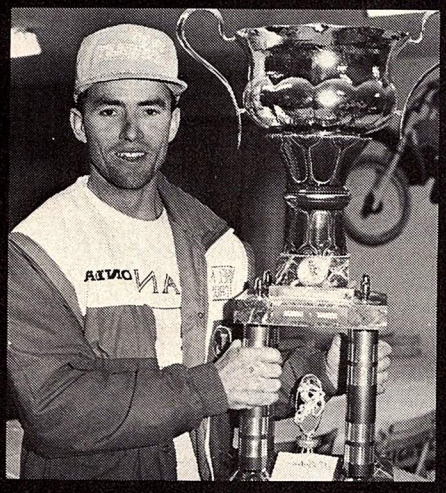
◄ Holeshotter: Ricky Ryan celebrated his switch from American Nationals to Grand Prix racing by dominating the Beaucaire International. After winning the first two motos, Ricky got a rock jammed in his chain. Ryan is riding for Fly.

New machinery: At Beaucaire, riders can ride any size bike they choose. Georges Jobe selected a 250. Geboers and Thorpe rode 500s. Ryan chose a 250, and Jean-Michel Bayle rode a 125. Bayle set the second-fastest lap time. ►

IRON MEN

I GOT LUCKY

GOAT GOES TO EUROPE



***Borrowed bike:** Goat, a former Team Kawasaki rider, borrowed a bike from the French Pro Circuit importer, and turned his last-minute ride into a chance to garner enough support to continue his effort to make a comeback.*

• ***MXA:** You came to Beaucaire by invitation and won this race. How did it go?*

Goat: I came here in preparation for the 500cc GP season. I won today, but I got lucky. I had a lot of problems, but on the other hand, I felt I was the fastest rider on the track today. In the second moto my front brake broke, so I had no brakes. In the first moto I got a really bad start, and on the last moto I fell down three times. I didn't ride very well, but I got lucky and won overall, and that's all that counts.

I know this doesn't mean I can win a Grand Prix, but I know when its muddy and the GPs come, I will be riding much better. I realize that I'll have to, because for the European riders this is just a tryout of their new machinery.

***MXA:** Are you staying in Europe to prepare yourself for the 500 GP season?*

Goat: I'm going back to California on Wednesday to get things organized, and then I will come back in two weeks. Many people helped me race here in the South of France. Moreau, a French Honda dealer, supplied the bikes, and I got some great help from Xavier Adouard. But I hope I can get more help for the GP season. I'm not like most Americans. I don't need the fancy lifestyle. I eat what I can get, and I do the best I can. I won't complain.

***MXA:** But in Europe, the 500 Class is the most difficult, because all the factories are focusing everything on the half-liters.*

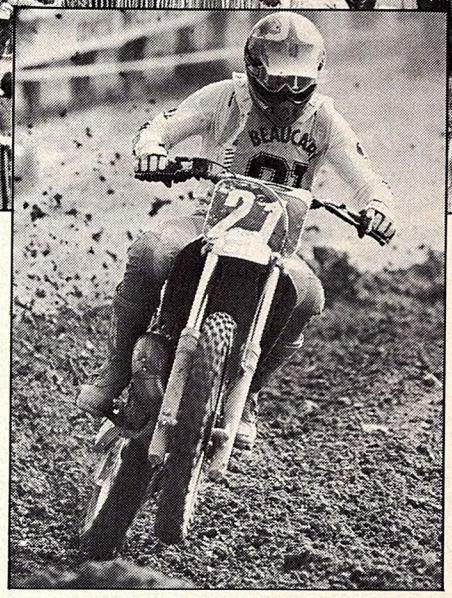
Goat: That's the reason I want to ride the 500s. I'd love to be the 500 World Champion. I'll do the best I can in the upcoming GP season. •



***Big crowds:** Over 20,000 fanatical Frenchmen showed up at Beaucaire for a chance to see all the current World Champs and most of the past ones go head-to-head. Breker's victory (and Ryan's domination) shocked the partisan fans who had come to see their European heroes win.*

RESULTS: BEAUCAIRE INTERNATIONAL MOTOCROSS

1. Goat Breker	Hon
2. John Van den Berk	Yam
3. Kurt Nicoll	Kaw
4. Dave Strijbos	Cag
5. Jean-Michel Bayle	Hon
6. Yannick Kervella	Hon
7. Ricky Ryan	Hon
8. Claudio Di Carli	Kaw
9. Jacky Vimond	Yam
10. Alain Lejeune	Hon



***Goat for it:** After a two-year retirement from racing, Goat Breker resumed his racing career at the Golden State series. After winning that, he headed for Beaucaire. After winning Beaucaire, Goat will field offers for a shot at the 500 World title. Breker was consistent with a 6-2-2 score.*



***Mud in your eye:** Eric Geboers (3) was fast at Beaucaire, but a roost sent him to the hospital with an eye injury. Rick Ryan (39) was ultra-fast, with his patented holeshots getting his 250 away from the snarling pack of Euros.* □

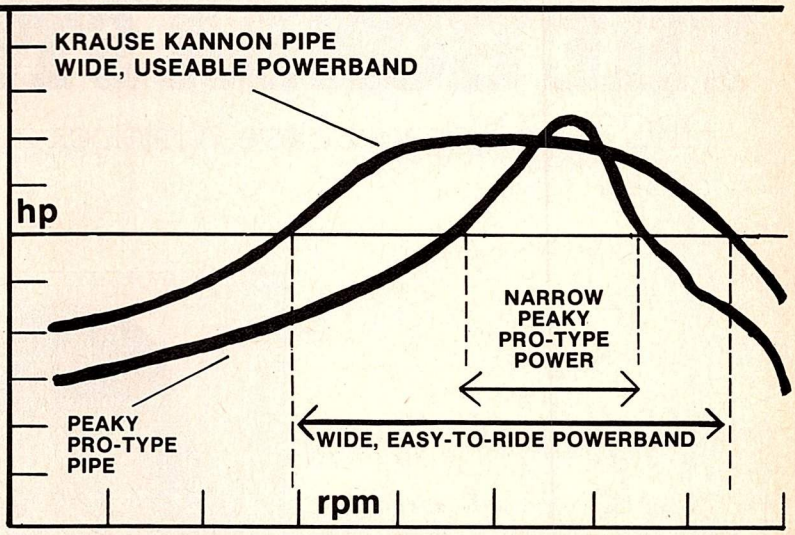
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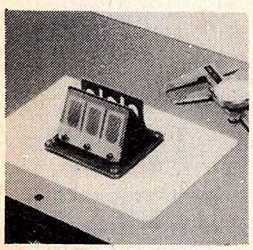
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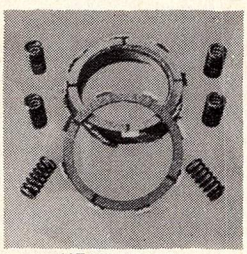
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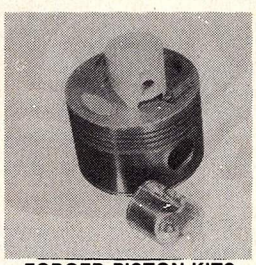
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THE MAN BEHIND THE HONDA STEAMROLLER

HRC Team Manager Steve Whitelock explains this year's factory Hondas

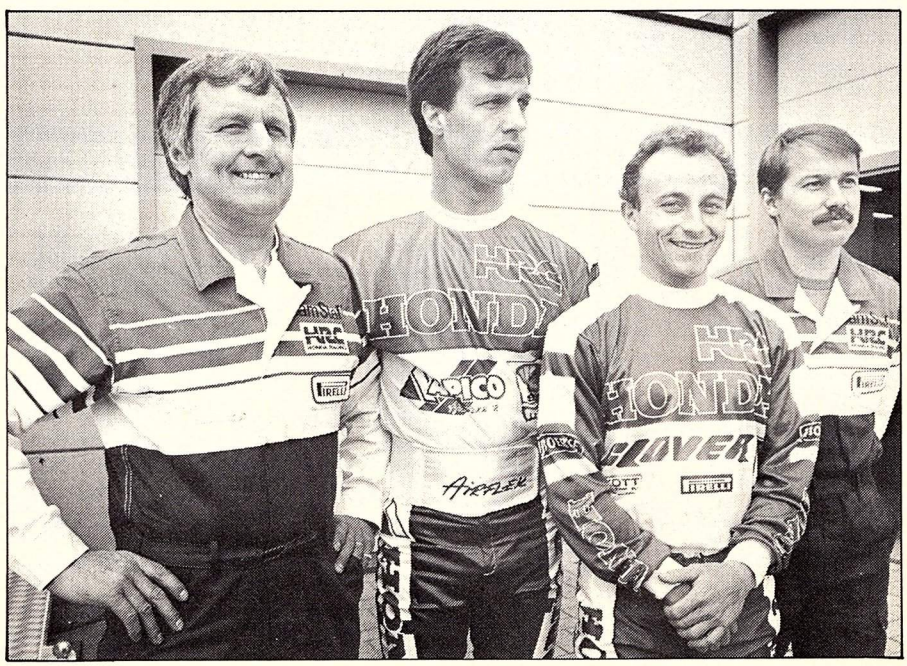


Behind the scenes: American Steve Whitelock used to be part of the early Honda USA racing effort, but went to Europe in 1973 with Marty Smith and has stayed there ever since. Steve directs the most powerful and well-financed motocross team in history.

☐ "To win the championship, that's our job. In winning, we test Honda's ultimate innovative technology; technology that will improve the whole range of Honda CR machines; that follows automatically. There is an old saying in racing, competition improves the breed. Well, winning proves the breeding," said Honda Racing Corporation's (HRC) team manager Steve Whitelock at HRC's European headquarters in Aalst, Belgium. Whitelock has supervised the Honda team, including Graham Noyce, Roger DeCoster, Brad Lackey, Andre Malherbe, Andre Vromans, Dave Thorpe and Eric Geboers, to a complete Honda dominance over the last decade of GP MX racing. Last year it looked as though Honda was downplaying its GP effort because its program for the GPs followed the USA production bike formula for the 500cc and 250cc World Championships. This year, Honda has completely renewed its vision and will be back with highly sophisticated prototype machines, a new step in HRC history. This step is interesting enough to make us have a long talk with the man in charge, Steve Whitelock.

MXA: *What's Honda's plan for the Grand Prix circuit in '88?*

Steve: This year we're departing from the course we set out last year. Last year we decided that we were going to race production-based machines. This year we are going to race prototype machines again. I want to make it clear that there is a difference between a prototype machine and a works bike. A "works" bike is the ultimate best design that could possibly be built for a motocross machine. A prototype machine is designed to be the eventual 1989 production bike. We believe that through our testing, racing and, hopefully, winning, this machine will be the type of machine customers want to buy in 1989. The specifications of the 1989 bikes are not set yet. This is our guess about what we're hoping to put into production, but it's not exactly what it's going to be at the end. Do not say to your reader that this is the 1989 production bike, because it's not for sure yet. Notice we used Showa upside-down front forks. We've been testing these all over the world during the last three years, and now we want to make our final judgment in the World Championship. We want to make sure that this is the right direction to go, and the attempt is to bring them into production. The Showa people want to make sure that this is the right step. The layout of the machine is very similar to the design of our 250 production bike. We feel that our 250 design was very successful, and we're hoping we can do this to our 500 in 1989. The general impression of our GP riders after tests in the south of France was that they were very pleased with the handling and power of the new machine. I don't want to see it called a works bike, because it's not. I want to see it called a pro-



Steve's crew: Dave Thorpe and Eric Geboers will be supported by mechanics they trust. Dave by his father (far left), and Eric by his former Suzuki mechanic Jukka Pantilla (far right).

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totype. I like the title "works bike," but we feel we have to justify our racing expenses by gaining knowledge and technology, and then putting it back into the production machine. Last year we raced the production machine; we've learned some things, but it wasn't the kind of progress that Honda Racing and Honda Research and Development wanted to make. They wanted to make more-advanced steps.

MXA: *When did you find out that racing the production bikes wasn't the right thing?*

Steve: We found that out during the mid-season. Remember, we got a new suspension linkage, because that was something that needed to be tested, and we were at the only place where that could be done. So they made the change in the mid-season. It wasn't a simple change, although it looks very easy. It took a new frame, swingarm, shock absorber and many other new parts, so it was then that they realized we had to be able to test in racing what we wanted to develop in production.

MXA: *A prototype machine is constantly changing during the season?*

Steve: If we find that it's necessary to change some of the pieces, yes they will be changed. We are hoping for a constantly growing change. But the aim is to be eventually put into production. If you take a closer look at the engine, there is a funny little valve mounted on the side of the cylinder. That valve eventually will be a special decompression device, but it might disappear if it doesn't work.

MXA: *The engine looks pretty much production?*

Steve: There were several design changes that you can't see from the outside. We know, because we've ordered a lot (laughs). Improvements on base materials, making it bigger and stronger, because in tests we've broken crankcases. In fact, the crankcases have been constantly changing in the last four years. We've been using the same basic crankcases since 1984, but if you set an '84 alongside an '88 and measure them, they're completely different. Also, the cylinder is a new casting for this year, with the decompression valve.

MXA: *Is that instead of the electric starter that we've heard rumors of?*

Steve: We're still talking about an electric starter or an air-pressure starter. But during our tests in the south of France, none of our riders had any trouble starting the engine with the kickstarter. Of course, that was during practice, and if conditions could be that controlled during a GP, it would be great. But, yes, if you get excited, they do become hard to start. It is, however, an unbelievably good machine. We had only one bike for the test. We ran it six days without any mechanical failure at all, and that was with David Thorpe and Eric Geboers riding three days each. And they weren't exactly polite to the motorcycle.

MXA: *How many prototypes will be built?*



What's she weigh? Steve Whitelock puts the new pre-production 1989 CR500 on the scales. It weighs in just a shade over the 225-pound FIM limit, thanks to a works swingarm and titanium bolts.

Steve: For us, we're going to have four machines, two spare engines and probably enough spare parts to build two more machines of each.

MXA: *Are those the only ones built?*

Steve: No, because, as I said, it's a prototype, so they are going to have two test bikes in Japan, also.

MXA: *. . . but not in the States? No bikes for Roger to play with?*

Steve: No, I think that if Roger wants to play with prototypes, either he goes to Japan or comes here. They will send them to America eventually.

MXA: *What happens if the upside-down Showa's again prove to be unreliable?*

Steve: This design is very close to its final setup. From the results of our tests in France, Showa has finally sorted out of all the problems. Those problems were specifically caused by initial friction because of switching the direction. It caused stiction through the fork slider. Now we eliminated all those problems, and the riders feel very pleased about the suspension. But what we're hoping for is that through our development, Showa can build a similar front-fork design to put into production. I mean they can't possibly make them like these, because these forks are completely handmade. They can make them less expensive and to hopefully work as well.

MXA: *Why is the exhaust pipe like the 250?*

Steve: It helps to get the center of gravity much lower. With the exhaust pipe running higher, the fuel tank had to be higher. Now you can lower the reservoir. Also, the right radiator part had to be brought a little bit forward and a lot higher to clear space for the S-bend of the exhaust pipe under it. With this design, we found that it wasn't possible to use the original kickstarter. By making a new design, we discovered that a larger kick to the outside was much more comfortable. When you're kicking, your foot isn't going straight down, but a little to the outside. It was by coincidence that we found out that this was a much better design for our riders.

MXA: *It's a very long silencer too?*

Steve: This silencer, again, is a prototype. In 1989, FIM rules say that the noise will be reduced to 102 db, and this is very close to that FIM limit.

MXA: *Did you use any special material?*

Steve: We just used our normal titanium fasteners, that's all. There is nothing very exotic on the machine. We really don't need any weight-saving practices. The machine that Eric is going to ride in Beaucaire is set up exactly as it would be for a GP. We put it on our scale, and the weight is a 102.2 kilos. That's 200 grams over the FIM limit. Of course, that's without gasoline, but we don't need to get exotic. Some people ask us why we didn't use the aluminum subframe or complete aluminum frame design. Well, we don't need it. We've got the steel frame, the rigidity and everything we need, and yet we're still that close to the FIM limit.

MXA: *Do you build any shorter frames for more-technical tracks?*

Steve: No, you can't race a 500 with a wheelbase much shorter than this. Because of the horsepower, you need the length. The wheelbase is about 20mm longer than that of a 250. This makes it stable enough to handle the power output.

MXA: *How much better is this machine compared with the '87?*

Steve: It's got a wider powerband. Power follows a linear line. It doesn't have a rise and fall, and it's very easy to ride. We've been able to bring the radiator closer in to the center of the machine, and move it down to make the fuel tank smaller but lower. This centralizes the mass of the machine. It makes the bike corner easier and change directions better. In our testing we compared them back-to-back with 1987 machines. The power stays very close, but the ease of handling and riding were much better. This machine gives the riders the confidence to push that much harder. It's an easier machine to ride, less tiring.

MXA: *What was the difference in lap times?*

Steve: Almost nothing, about half a second, but the riders were not slowing down, because the bike is easier to ride.

The clutch is also improved. Everything we did to this bike was done to make it easier to ride or make it more reliable. Horsepower stayed the same. We've been giving them all they could handle. You couldn't give them two or three more horses. I don't think they can really benefit from an increase that much. The goal is to make a fast, easy-to-ride and reliable 500. The 500s are gaining a reputation as being very very difficult to ride. Our development is making them easier to ride.

MXA: *What about the rear shock?*

Steve: The shock is different because it's a prototype. As you can see, we changed the reservoir. It's mounted on the frame. Last year we used a milk bottle-reservoir shock absorber.

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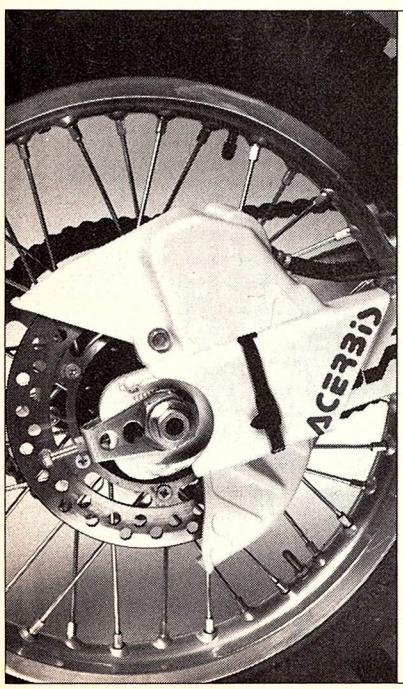
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MXA: *Did the same Honda engineers work on the design of the MX machines all these years?*

Steve: There have been several changes at HRC. They've combined several design groups, and one of the things they've done is that all the production bikes (125, 250, 500 and 80) are designed in the HRC office. Actually, Honda Racing and the CR group are working together. There are some items you can find only on our bikes. These are designed by our guys, but there are a lot of basic pieces that are designed by the Honda Racing or R&D group. Most of the HRC people stay in the group, but they circulate to different functions. For instance, our engine designer was last year's roadrace designer. They brought him in to increase our knowledge and help us understand the motorcycles better. Honda Racing is an extra arm of Honda R&D.

MXA: *How are you going to convince people that this is not a works bike, but an '89 prototype?*

Steve: I think you're going to see this bike in the showrooms in 1989 or a bike very close to it. If we stay with this concept, hopefully, what Dave and Eric race in 1990 will be what's next after this. This is not the final design we are going to see in 1989, but the basic design of the 1989 production bike. The final judgment on the 1989 production bike is decided in June. The machines are built in August.

MXA: *Is this going to be another Honda season?*

Steve: I hope so. Lucky for me, it has been Honda seasons ever since I have been here. The thing is, Eric's transfer to the 250 Class was something we learned from Marty Smith's case in 1976. We brought Marty Smith to Europe in 1976. Before that, he had won everything in the USA. He never really lost. We brought him to Europe and put him up against the Suzukis of Gaston Rahier, and Gaston beat us regularly. We had some problems, and Marty found out that he could lose. It was the worst thing we ever did to Marty Smith, because we taught him that he could lose, and it took that edge off him. The company then should have put him into something where he was sure to win. After he won again, he started building up that confidence again. And that's exactly what we did with Eric. We taught him to believe in himself again.

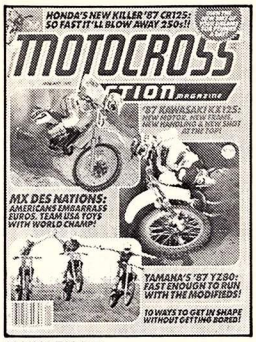
MXA: *But in the beginning he wasn't. . .*

Steve: . . . happy. Yes, that's right. But if you talk with him, he will admit that it was the right thing. It was a blessing in disguise. The 500 Class is so important to them that David and Eric will never admit that maybe they do need a break or to stand back and do another kind of racing and then come back to the 500s and be on top. All I can say is, I'm really looking forward to this year's season. □

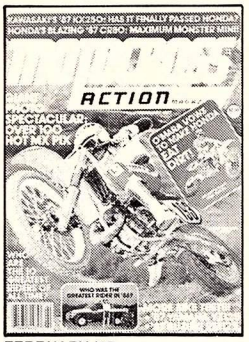
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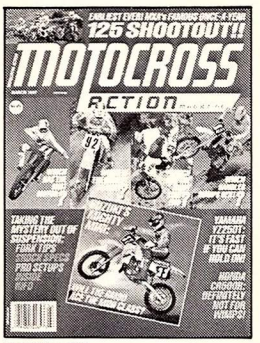
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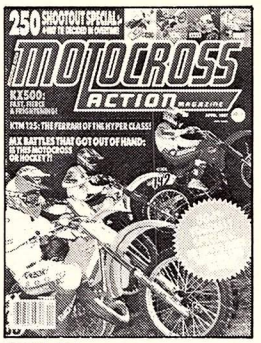
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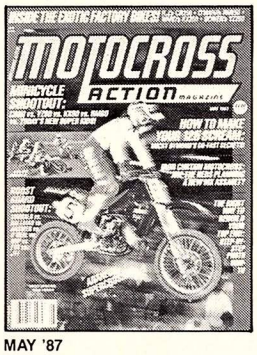
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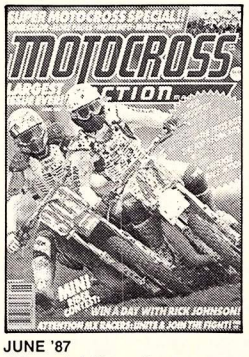
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CR500R, 125s shootout, RM80H, YZ250T, Veronica Beach, 125 setups,



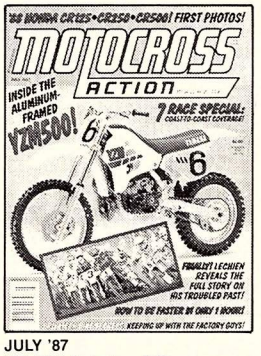
☐ **APRIL '87**
KX500, RM250H, 250s shootout, KTM 125, Paris Supercross, 250 setups, Repack silencers, Ward



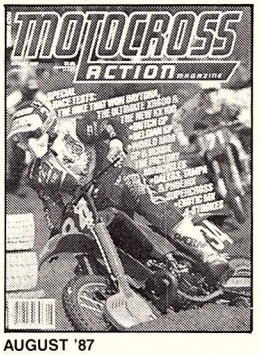
☐ **MAY '87**
YZ490, Mini shootout, KTM500, Supercross/Anaheim; Ward, Dymond, Johnson tell race secrets



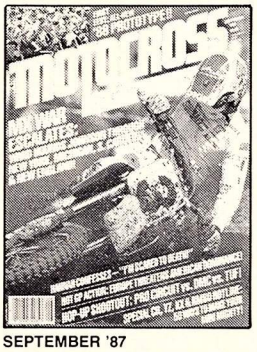
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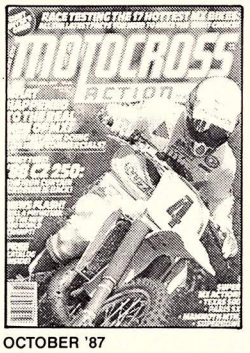
☐ **JULY '87**
YZM500, Privateer 250s, Holeshot tips, Clutch fix, Supercross/Daytona, Las Vegas



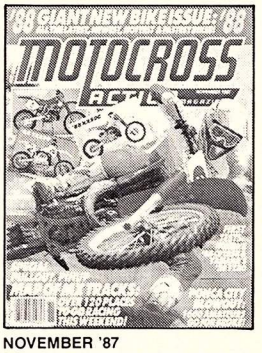
☐ **AUGUST '87**
Ryan's CR250, KX80-J2, ATK600, Supercross/Tampa, Dallas, Phoenix, Damon Bradshaw interview



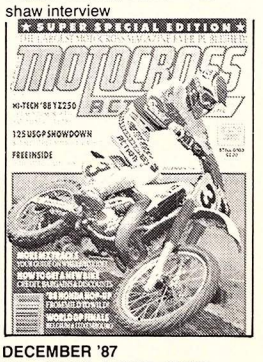
☐ **SEPTEMBER '87**
KX125s factory, White CR250R, Ten worst bikes ever, Rear suspension tricks, Hannah



☐ **OCTOBER '87**
17-bike comparison, Replace brake pads, Intermediates, 250 Nat'l Champs showdown



☐ **NOVEMBER '87**
'88s—Tech, CR125, YZ80, *MXA* rates top racers, Mike Fisher returns, race reports



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VENKO:

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What is Venko & why is it so strong

☐ Venko is a big name in motocross. The Dutch-based Venko Company spends a portion of the money it earns painting the oil rigs off the coast, to field one of Europe's, and the world's, strongest privateer teams. It was on the Venko Honda Team that Davy Strijbos rose to fame. Veronica Beach race winner and new GP contender Leo Combee did his winning for Venko, and Gert-Jan van Doorn earned a factory ride directly out of the Venko stable.

Venko has raised Holland from a runner-up country to a powerhouse in world GP competition, and although everyone bemoans the lack of outside sponsorships in racing, Venko is the epitome of outside sponsorship. A paint company!

THE PLAN FOR '88

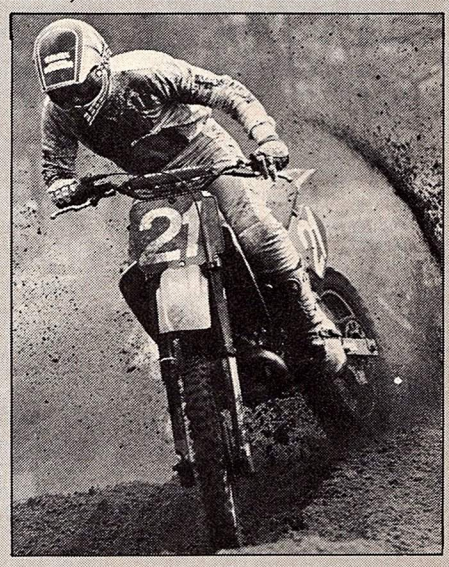
Venko is always looking for fresh talent, and for 1988 it has formed a strong six-man team to carry the Venko colors into Grand Prix battle.

Headlining the team is the sidecar team of August Muller/Henk Van Heek. Muller is the odds-on favorite to win the World Sidecar crown, since he is Dutch Champion (and that is considered to be tougher to win than the World title).

Pedro Tragter is the young teenager picked to replace Davy Strijbos. Tragter will be joined by a totally unknown entity named Edwin Evertsen. One thing is known, if Edwin is on the Venko team, he must be fast. Edwin scored GP points at the first GP he rode, and that wasn't in his familiar Dutch sand, but on the rock-hard terrain of Austria.

For the 250 Class Venko has handpicked Mark Smits and Henk Van Mierlo. Smits rode brilliantly early in the 1987 GPs and hopes to repeat, and extend, last year's early success. Smits is Dutch 250 National Champion. Henk Van Mierlo is a veteran of several seasons on the Grand Prix circuit. In fact, Van Mierlo was once given a works Suzuki 250 to ride. Venko has pegged Van Mierlo as the stabilizing factor on the young team, and although Henk will race the 250 GPs, he will be putting his full attention on winning the Dutch National Championships.

Venko Honda team: Venko makes its bucks painting Holland's massive offshore oil wells and dikes. It is money they use to sponsor (left to right) Pedro Tragter, Edwin Evertsen, sidecar aces Henk Van Heek and August Muller, Henk Van Mierlo and Mark Smits.



Who's this guy? Mark Smits has been pegged as a future champion. The hard-charging Dutch teenager scored big points in the GPs last year, and the Venko Honda team is giving him support for 1988.

WOULDN'T IT BE GREAT?

Wouldn't it be great if America had a Venko Paint Company to pick up young riders, nurture them, support them and give them the opportunity to race. The Dutch are on the ball. ☐

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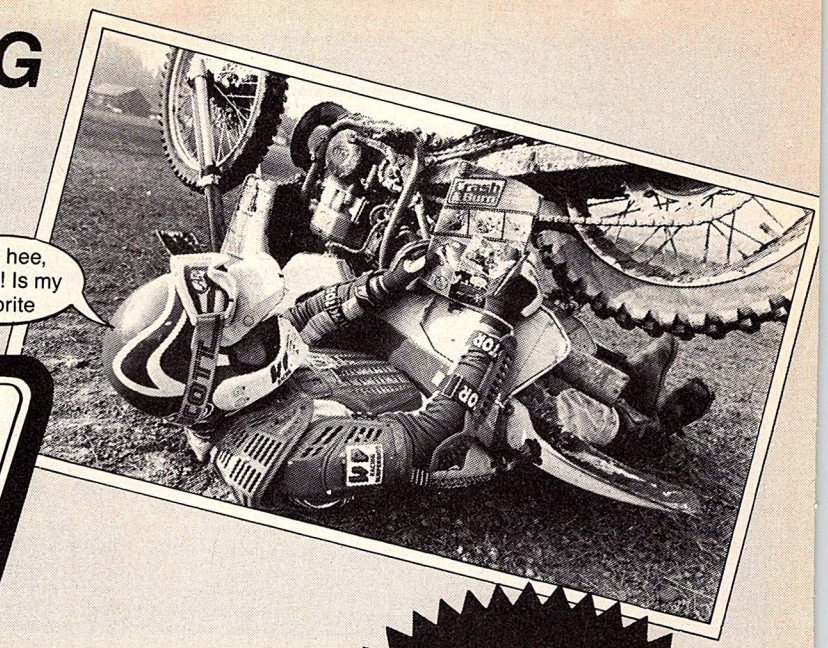
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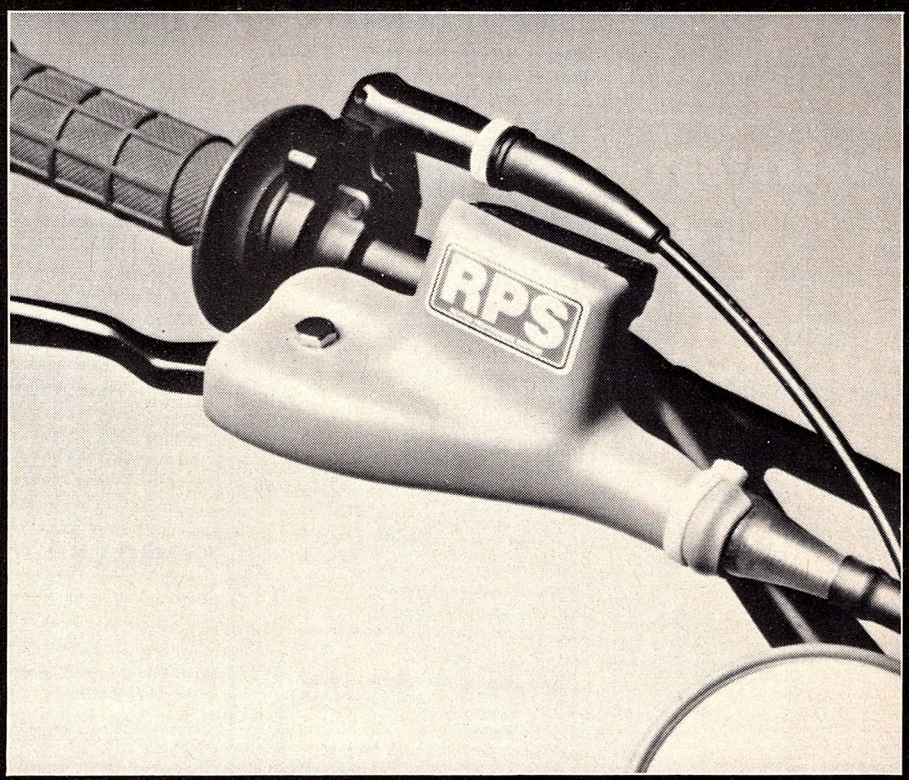
FUNCTION: The "Total Performance Lubricant" people at Bel-Ray want you to use their Dot 5 silicone brake fluid. Bel-Ray brake fluid is designed for superior performance and more consistent braking action. If you're sitting around with nothing to do, why don't you jam down to the local shop, grab a bottle ($7.95 for 12 ounces) and change your old, worn-out brake fluid.

CONTACT: Bel-Ray, 10015 Muirlands Blvd., Suite G, Dept. "Give me a brake," Irvine, CA 92718; (714)859-0933.

ACERBIS REAR BRAKE DISC COVER ►

FUNCTION: For your '86-'88 KX, '87-'88 CR, or '87- '88 RM, Acerbis has a complete-coverage rear disc guard. This guard covers the whole disc and the caliper to give complete protection from dirt, rocks and other debris. With ventilation slits at the caliper and the top of the disc, this guard easily installs and comes in all popular colors. Along with the disc guard comes a master cylinder guard. The retail cost is $21.95.

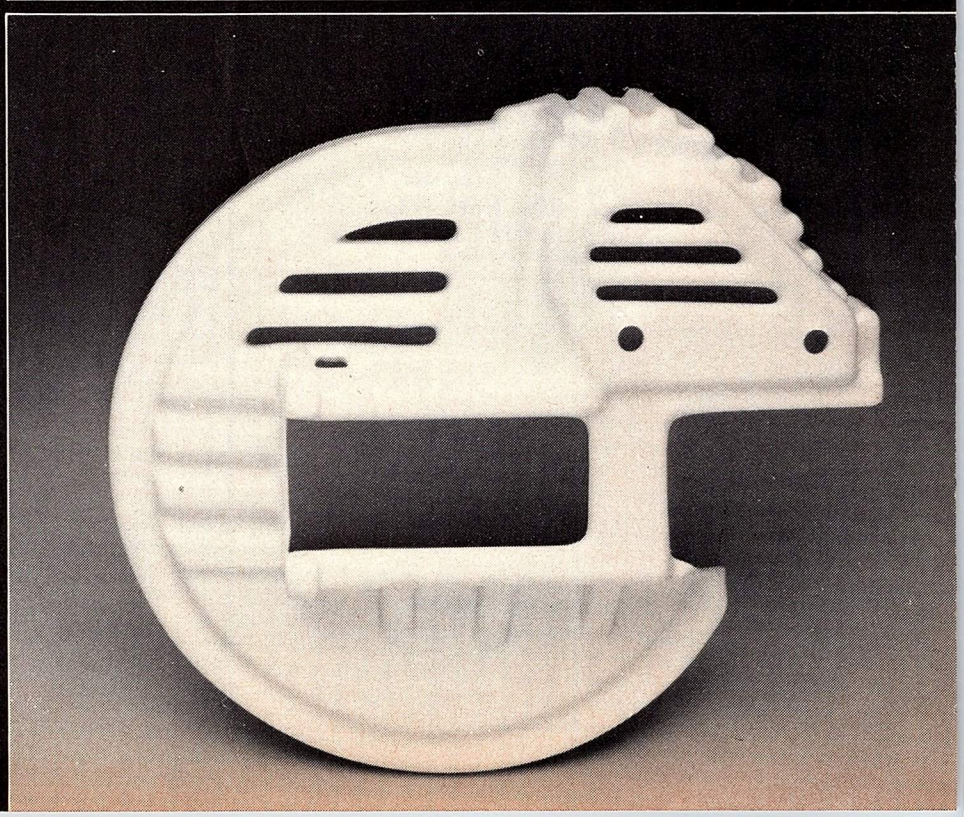
CONTACT: Acerbis Plastica USA, 10911-H Wheatlands Ave., Dept. "What is plastica?", Santee, CA 92071; (619)562-1440.

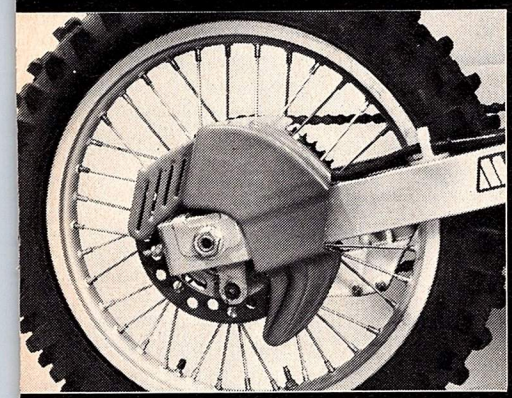


RPS FRONT BRAKE RESERVOIR GUARD

FUNCTION: RPS announces the factory replica brake reservoir guard for all 1988 motocross models. This trick-looking guard is pre-trimmed and precision-drilled for hassle-free installation. It guards the brake reservoir from flying rocks and debris while keeping your front brake lever working smoothly. Available for most 80cc through Open class bikes, they retail for $8.95 and come in the color gray.

CONTACT: RPS, 2850 E. 29th St., Dept. "On guard," Long Beach, CA 90806; (213)426-3498.

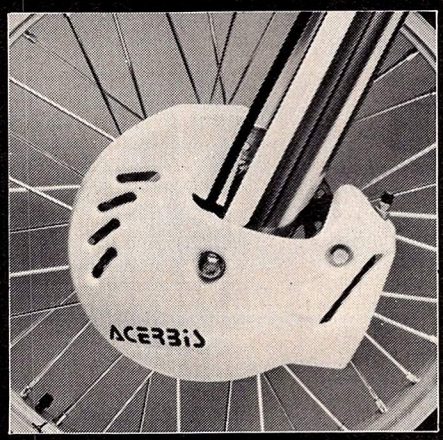




PRO CIRCUIT REAR DISC GUARDS

FUNCTION: Pro Circuit, world renowned pipe builders and suspension specialists wants you to check out its rear disc guards. Designed to keep the rear disc working smoothly, this guard looks stylish while keeping mud, rocks and other debris from clogging your rear binder. The guard comes in gray and is available for '87 and '88 CR Hondas, and '86 through '88 KX Kawasakis. A guard for CRs is $19.95, and a KX guard will run you $16.95.

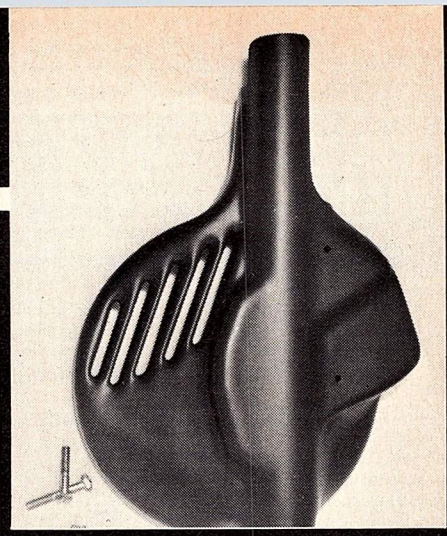
CONTACT: Pro Circuit, 4214 E. LaPalma, Dept. "Hey, Mitch!", Anaheim, CA 92807; (714)993-5400.



ACERBIS DISC/CALIPER COVER

FUNCTION: A disc/caliper brake cover specially designed for White Power upside-down forks. This lightweight cover easily bolts on and protects the disc rotor and caliper. The clean, stylish design looks better than most bulky, full-coverage upside-down disc protectors. Available in white, you can pick one up for $22.95 from any shop that carries Acerbis products. Fits all White-Power-fork-equipped bikes.

CONTACT: Acerbis Plastica USA, 10911-H Wheatlands Ave., Dept. "Looks good," Santee, CA 92071; (619)562-1440.



WHITE BROS. TMV FORK/DISC GUARDS

FUNCTION: From TMV of Holland comes this stylish fork/disc guard. They are manufactured using polyethylene plastic, which is stronger than the polypropylene plastic used in most other fork/disc guards. The colors are an excellent factory match, and the bolt-on installation makes for easy fork/brake servicing. You can pick up a set from White Bros. for $30.95. They work on all late-model motocross and enduro bikes.

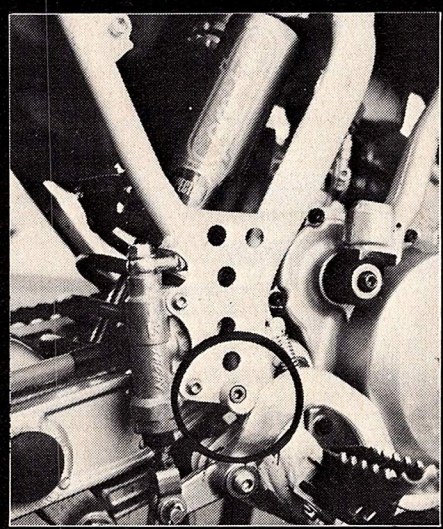
CONTACT: White Bros., 14241 Commerce Dr., Dept. "I want my TMV," Garden Grove, CA 92643; (714)554-9442.



SILKOLENE RACING BRAKE FLUID

FUNCTION: Developed in European Autocross Rallyes, Silkolene Dot 3 Racing Brake Fluid has been put to the test, and passed with flying colors. With a boiling point of 554 degrees *(ouch!),* you can be assured of fade-free braking under the most extreme conditions. Available in a 17-ounce resealable container for $5.95, you can pick it up at just about any shop.

CONTACT: Answer Products, Inc., 2967 Beale Court, Dept. "Autocross research," Valencia, CA 91355; (805)257-4411.



PRO-TEC BRAKE ADJUSTING CAM

FUNCTION: Those quick-thinking folks at Pro-Tec/DBP have come up with another hot item for you '88 YZ250 and 125 pilots. It's a brake pedal cam adjuster that bolts right on and allows you to adjust brake pedal height for personal preference or for track conditions. Its light weight (one-half ounce) and easy adjustability make it functional, and the retail price of $9.40 makes it affordable.

CONTACT: Pro-Tec, 282 Gemini, Dept. "What is that thing?", Brea, CA 92621; (714)738-0631 or (213)697-6759.



FERODO DOT-4 BRAKE FLUID

FUNCTION: Ferodo Ltd. of England introduces its ultra-high-temperature high-performance DOT-4 brake fluid. Exceeding all U.S., Japanese and European standards with a minimum boiling temperature of 500 degrees Fahrenheit, this high operating range enables Ferodo brake fluid to perform more effectively at higher temperatures. The brake fluid can also sustain higher temperatures after extended use. Call for price.

CONTACT: J.W. Gehrs & Co., P.O. Box 15638, Dept. "High temp," No. Hollywood, CA 91615; (818)362-2705. □

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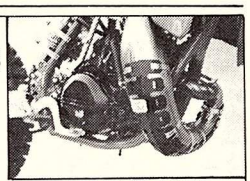
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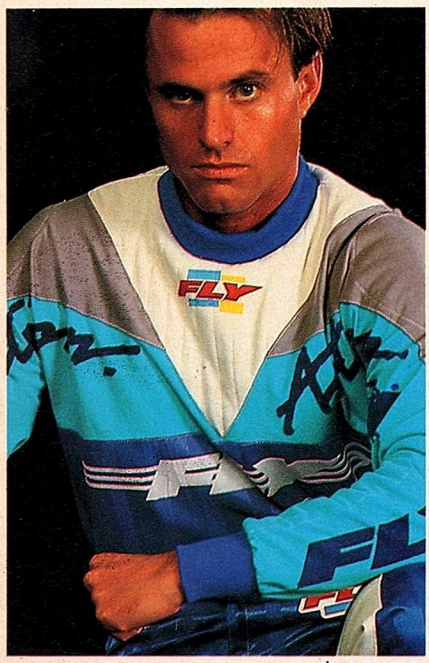
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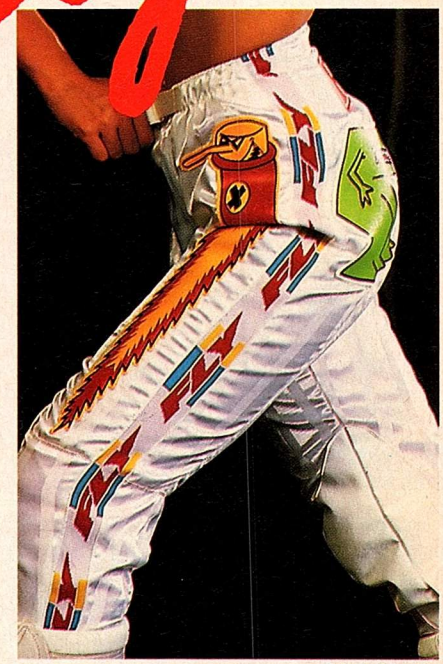
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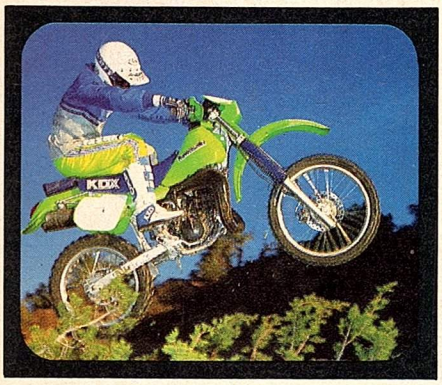
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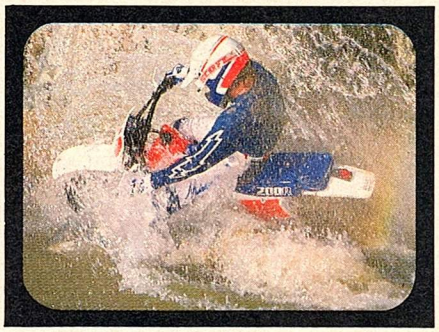
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GEBOERS TELLS ALL

(continued from page 87)

rock and roll record. Are you just looking for kicks?

Eric: I'm not looking for kicks. When you see a spectacular sport like skydiving, for instance, you can already tell how it feels. That's the same with motocross or tennis or any other sport.

***MXA:** Are you an excellent skydiver?*

Eric: Yeah, I graduated to EFF (experienced free fall) parachute jumper. In the beginning of the GP season, I was asked during a radio interview to make two wishes. The first wish I made was to go out camping with the Scouts. Not as Eric Geboers the motocross World Champion, but just one of the guys, far away from the busy, hectic MX world. The second wish was to make a tandem jump (attached to an experienced parachutist). I immediately got responses from guys who were willing to do that. But during the season I couldn't find time to do it. When I was close to winning the World Championship, I told those guys to prepare everything, because a few days after the Argentina GP was my hometown race in Mol, Belgium. I wanted to enter the race in an original way and what could be better than with a parachute? I stayed in contact with those guys, and after the season, I went back to follow the special training school.

***MXA:** Is there anything in your contract that forbids you from jumping during the season?*

Eric: No, but I have enough discipline not to do it. I also have a boat in my garage, but even on a sunny day, I'm not going out waterskiing, just to avoid injuries.

***MXA:** How did the pop song turn out?*

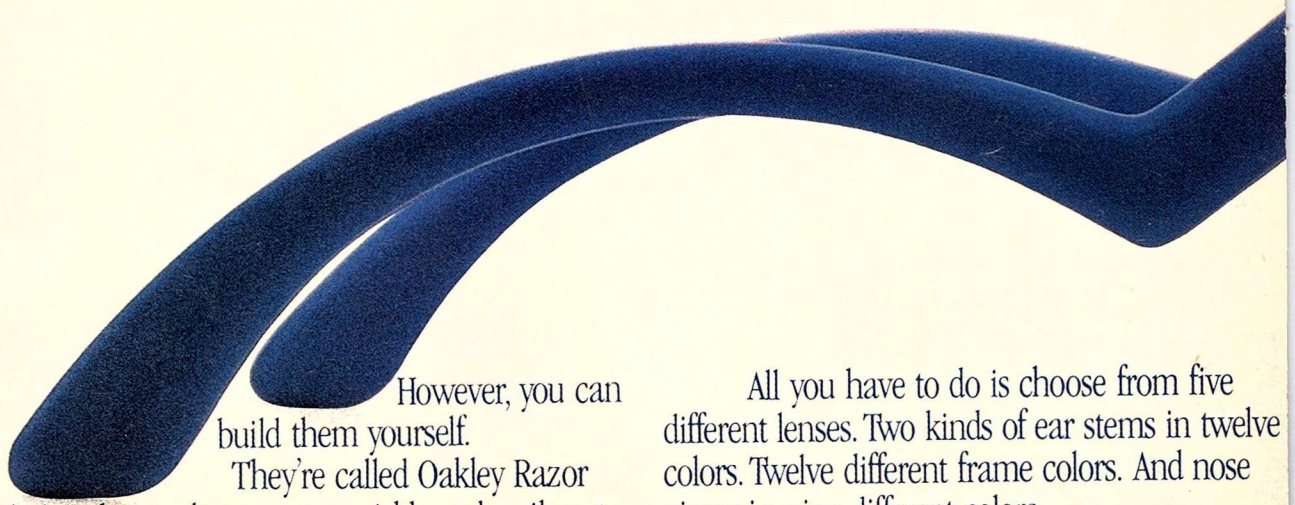
Eric: In '86 a producer came to me and proposed that I make a record if I became the 500 World Champion. But I had to wait another year, because I finished third in the '86 500 World Championship. Now, we just went up there and wrote a song, and I became interested in the way they make music. You press a button and that's the drum, you push another button and that's the guitar. They explained how everything was mixed together, how they combine different rhythms. It was . . . amazing.

***MXA:** If you win this year's World Championship, you have reached everything that you could possibly reach in motocross. Does that mean the end of Eric Geboers' motocross career?*

Eric: If I become the new 500 World Champion, it will probably be on August 14, the day before my hometown race. It will be exactly ten years since I started racing. (Eric started his career in Mol, and his brother retired the same day.)

It would be the finishing touch of my career, but to tell you the truth, I don't think about it. All I'm concerned about right now is winning the 500 World Championship. But there is one challenge left . . . I can always make an attempt at winning the Sidecar World Champion with Georges Jobe in the passenger seat. Ahh, that would be something . . . □

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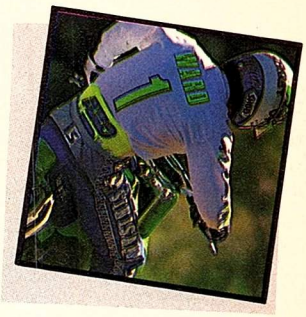
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SuperBelt 2



There are many reasons Jeff Ward stepped up to AXO's SuperBelt 2 from the brand he wore for so many years. But rather than impress you with a lot of facts and features, we'll narrow it down to the one that really says it all.

Wardy says the SuperBelt 2 works better than any belt he's ever worn.

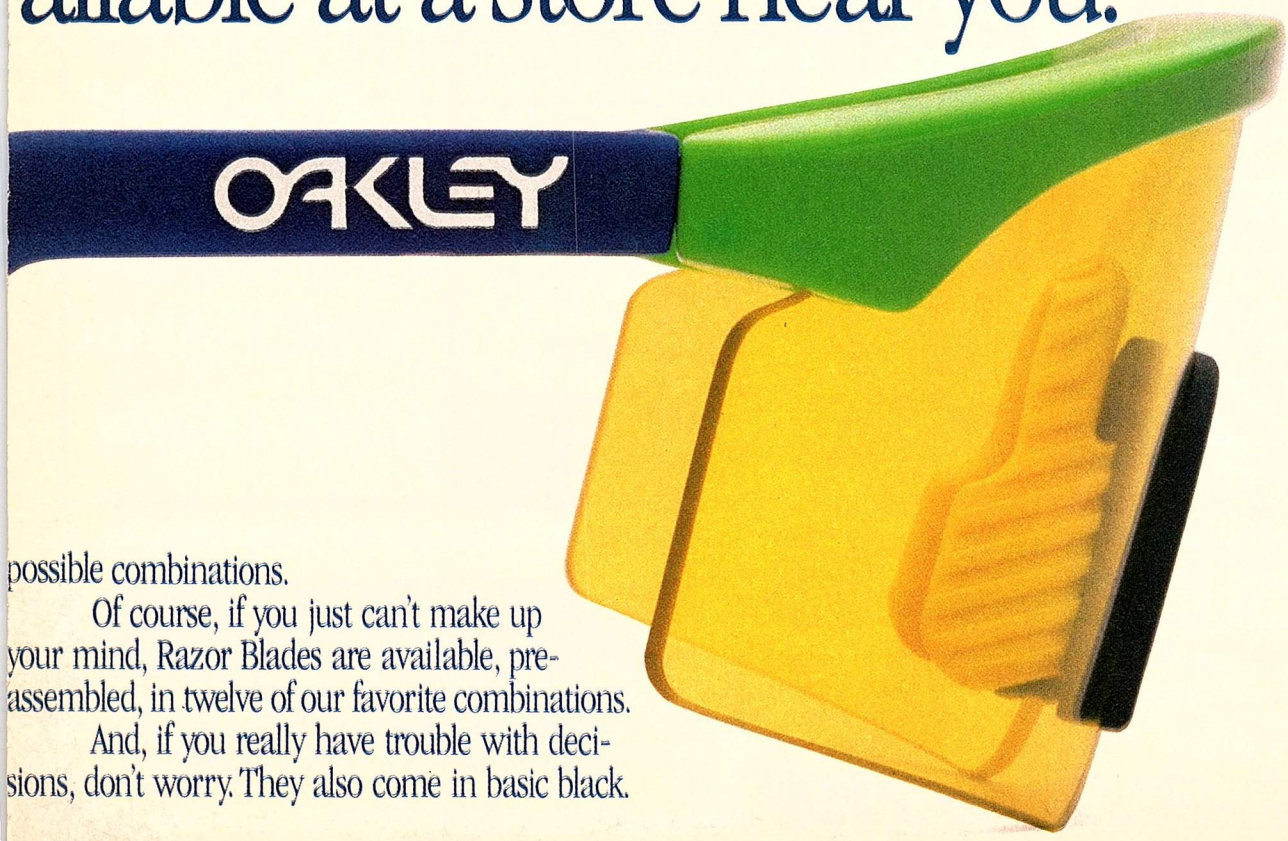
Now who can argue with reasoning like that?

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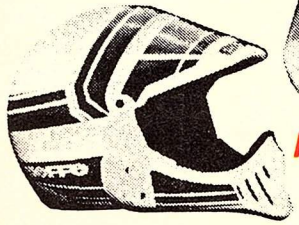


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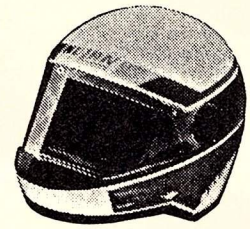
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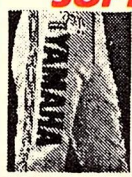
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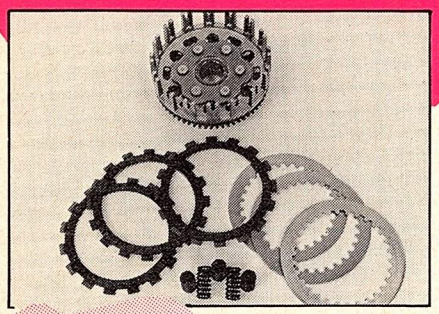
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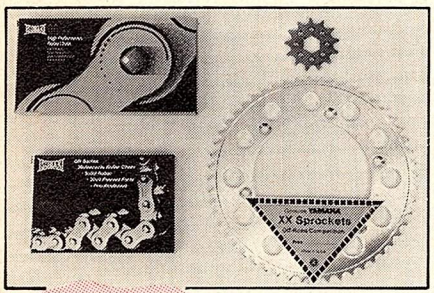


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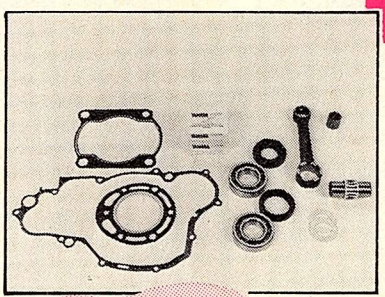
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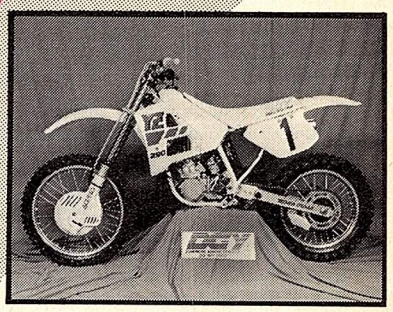


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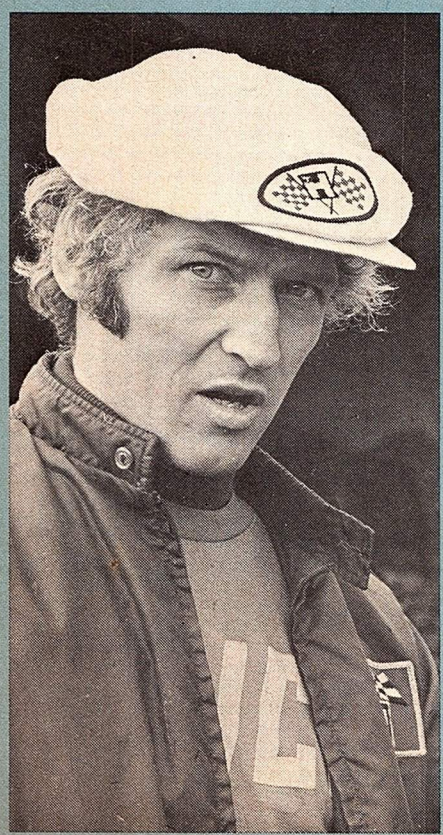
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◄ Paul Newman: Adolf Weil's graying temples and bright blue eyes gave him a movie star appearance. Today, Weil runs a successful motorcycle dealership back home in his native Germany. ☐

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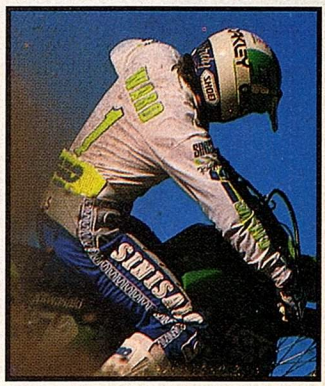
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